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*John Meares Esq<sup>r</sup>*



# V O Y A G E S

MADE IN THE YEARS 1788 AND 1789,

FROM

CHINA TO THE NORTH WEST COAST OF AMERICA.

TO WHICH ARE PREFIXED,

AN INTRODUCTORY NARRATIVE

OF

A VOYAGE performed in 1786, from BENGAL, in the Ship NOOTKA;

OBSERVATIONS ON THE PROBABLE EXISTENCE

OF

*A NORTH WEST PASSAGE;*

AND SOME ACCOUNT OF

THE TRADE BETWEEN THE NORTH WEST COAST OF AMERICA AND CHINA;

AND THE LATTER COUNTRY AND GREAT BRITAIN.

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By JOHN MEARES, Esq,

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AND SOLD BY J. WALTER, N<sup>o</sup> 169, PICCADILLY, OPPOSITE OLD BOND STREET.

M.DCCXC.



V O Y A G E S

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PRESIDENT OF THE BOARD OF TRADE

CHINA TO THE NORTH WEST COAST OF AMERICA

RECEIVED

AN INTERESTING NARRATIVE

THE MOST

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CHINA

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*RIGHT HON<sup>BLE</sup> LORD HAWKESBURY,*

PRESIDENT OF THE BOARD OF TRADE, &c. &c.

WHOSE COMMERCIAL ERUDITION AND OFFICIAL STATION,

RENDER HIM THE BEST JUDGE,

AND, THEREFORE,

THE MOST HONOURABLE PATRON,

OF ALL WORKS WHICH TEND TO PROMOTE THE INTERESTS, AND ENLARGE THE

BOUNDARIES, OF *BRITISH COMMERCE*;

THIS VOLUME IS DEDICATED,

WITH THE GREATEST RESPECT,

BY HIS LORDSHIP'S MOST OBLIGED,

AND FAITHFUL HUMBLE SERVANT,

*JOHN MEARES.*



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## P R E F A C E.

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**T**H E wishes of friends,—the political circumstances of the moment,—and, as I have been made to believe, the public expectation, have induced me to add the following Voyages to those which have already been published, to improve the navigation and extend the commerce of the British Empire.—I do not pretend to be the rival,—but rather consider myself an humble follower of those eminent navigators whose reputation is become a part of the national fame; and though I may be permitted, as it were, to envy their superior talents and advantages, I most sincerely add my feeble testimony to that merit, which has ranked them among the illustrious names of my country.

Indeed I feel it a duty I owe myself, as well as to moderate the sanguine expectation which may have arisen respecting the history



of those Voyages in which I have been engaged, and may be said to have conducted, to observe, that they were Voyages of COMMERCE, and not of DISCOVERY; and that whatever novelty they may possess, or original information they may bestow, arose out of, and form, as it were, an incidental part of a commercial undertaking.

The vessels committed to my command, were fitted out in the ports of the East, by the commercial zeal of British subjects in that part of the globe.—It was my office, under their spirited and confidential encouragement, to explore new regions of Trade;—the interest therefore of those patriotic merchants and gentlemen, who had entrusted a very considerable property to my care and controul, and the honour of gaining a small portion of that reputation which is due to those who promote the extension of the British commerce, were the sole incentives to my zeal, and alone supported me under the difficulties, and amidst the dangers I encountered in discharging my duty. When I was struggling with the storms of the Pacific Ocean,—when I was locked up in ice, and suffering the accumulated wretchedness of that situation on the shores of America,—or when I was engaged in advancing the principal object of the Voyage,—and availing myself of any accidental opportunity which occurred, of exploring those dubious coasts, I little thought it would be my future lot to give the history of this part of my maritime life to the world.—If I had looked forward to the possibility of such an event, I should



I should have enlarged my observations, and been more minutely attentive to a variety of objects which were but cursorily remarked; and qualified myself, during every part of my Voyages, to have given them all the interest they were capable of receiving, and all the information they were capable of producing. But without endeavouring to deprecate criticism by an affected humility, or defying it by an unbecoming confidence, I shall venture to express my hopes,—that this Volume will be found to contain information useful to commerce, and instructions which future navigators may not disdain to consider; that the following pages will afford some entertainment to men who are curious in examining the various modes of human life; and that there are many passages in them which will heighten the feelings of those who “sit and think on what a sailor suffers.”

The Memoir on the China Trade, &c. must speak for itself:—The Observations I have ventured to make on the possibility of a North West Passage, must also be submitted to the candid consideration of investigating minds.—It is, however, proper to add, that in supporting my opinion on that subject, I have had occasional recourse to the corroborating arguments of Mr. Dalrymple, in his admirable pamphlet on the Fur Trade, &c.

That every possible attention has been employed to render this Work, in some degree, worthy of the public favour, will, I trust, appear



to every candid reader of it.—For its inaccuracies, though, I trust, they will not be found to be very numerous, I must rest for excuse on the very great haste in which it was necessarily prepared to meet the public impatience ;—and I am disposed to flatter myself that the indulgence I ask will not be denied me.

*November 16, 1790.*

JOHN MEARES.

A N



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A N

INTRODUCTORY VOYAGE

OF THE

N O O T K A,—CAP<sup>T</sup>. MEARES,

F R O M

CALCUTTA, TO THE NORTH WEST COAST OF AMERICA,

I N T H E Y E A R S 1786, A N D 1787.

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**I**T might, perhaps, prove uninteresting to the reader were I to enter upon the history of this commercial expedition,—or to dwell on the patriotic spirit of many distinguished persons at Bengal which supported it, as well as those honourable marks of zealous friendship and liberal confidence, which accompanied its consignment to my care.—It might also be equally unimportant to others to be informed of the opposition it received,—the arts employed to frustrate it,—and the various, as well as painful difficulties I had to surmount in the arrangement of it:—I shall, therefore, proceed at once to relate the principal occurrences of the voyage which it occasioned.

On the 20th of January 1786, two vessels were purchased for the purpose of this expedition, which were named the Nootka, of 200 tons, and the Sea Otter, of 100 tons. The former was commanded by myself, the latter by William Tipping, a lieutenant in the Royal Navy.

By the 20th of February, they were ready for sea, when two offers were made to the committee, who were appointed to arrange the necessary preparations for the voyage, on the part of the general body of proprietors: the one was to freight the *Sea Otter* to Malacca with opium, which would be a gain of about three thousand rupees;—The committee, therefore, did not hesitate an instant in accepting it; and the *Sea Otter* was immediately dispatched on her voyage:—From Malacca Captain Tipping was to proceed to the North West Coast of America, and the necessary arrangements were made for our meeting there.

The other offer was to convey Mr. Burke, Pay-master General of the King's Forces in India, with his suite, to Madras, for which he proposed to pay the sum of three thousand rupees.—This advantage was not to be refused, and accordingly I had the honour of conveying him thither.

On the 2d of March, we got under sail and proceeded as far as the governor's garden, where in the evening we received, Mr. Burke and his suite on board.

On the 12th of March we lost sight of land, and proceeded on our voyage to Madras, where we arrived on the 27th, without the intervention of any occurrence worthy of relation.—Our passage was esteemed extremely quick at that particular season of the year.—After landing our passengers and procuring additional supplies of stores and provisions, by the kind assistance of Jos. Dupree Porcher, Esq. we prepared to put to sea, which we accordingly did on the 7th of April, the very day that his Excellency Sir Archibald Campbell arrived to take upon him the government of Madras. At this place we received every mark of kindness, attention and encouragement. Nor among the many to whom we are still grateful for favour and for friendship, can we hesitate to mention the names of Mr. Burke, Mr. Porcher, and Mr. Boyd, as well as to acknowledge the peculiar obligations we received from his Excellency Governor Davidson.



It may not be improper to mention that, at the time of our leaving Bengal, all kinds of stores were so extremely scarce, that the ship was but barely equipped for one year; and as for provisions, we had not on board sufficient for twelve months, and nothing was more apparent than the impossibility of completing a voyage of this nature in such a state. We had, indeed, looked to Madras in some measure, for the assistance we received, which was to complete our equipment for eighteen months. With respect to the number of our crew we were strongly manned, but they were chiefly of a description that necessity rendered acceptable. The whole amounted to forty Europeans, including the purser, surgeon, five officers, and boatswain, and ten lascars whom we took in at Madras. But all our exertions were fruitless in obtaining a carpenter, and the want of such an artizan was most severely felt in every part of the voyage.

It was the 23d of May before we arrived at Malacca:—our passage was unusually tedious, and afforded time for the scurvy to make its appearance. In this early part of our voyage we lost the boatswain, who was one of the best men in the ship, and, in our situation and circumstances, proved an irreparable misfortune. On our arrival at Malacca we were informed that Captain Tipping had sailed for America, having completed his business there. Here we wooded, watered and took in the necessary refreshments, not only to supply the provisions already exhausted, but to enable us to give every possible assistance to Captain Tipping, when we should meet him on the Coast of America. On the 29th we put to sea, after saluting the Dutch Fort with nine guns, which compliment was returned with an equal mark of respect.

In a very few days we effected our entrance into the China Seas, and pursued our course with a strong South West Monsoon, till the 22d of June, when the Bashee Islands were seen bearing East South East half East, distant nine leagues. But it was the 26th before we could come to an anchor, at Grafton Isle, which we then did, in a small and pleasant bay, in six fathoms of water, and about a quarter of a mile from the shore.

This bay is furrounded by high land, which is cultivated to the summits, and the plantations, &c. being divided into inclosures neatly fenced in, afford a very pleasing view. A large village was situated on a gentle eminence near the water; fine groves of trees were fancifully dispersed on the sides of the mountains, while a rapid rivulet glided through the valley; the whole forming a scene of uncommon beauty. About four years before, the Spaniards had taken possession of these Isles, in the expectation of finding the bowels of them enriched with the precious metals. The governor and his garrison, &c. treated us with great civility, nor did they, in the least, interfere with our little trading communications with the natives,—who appear to be a most inoffensive race of people. We remained here four days, during which time we obtained great plenty of hogs, goats, ducks, fowls, yams, and sweet potatoes, in return for unwrought iron.

On the 1st of July we took our leave of the Bashee Islands, and steered to the North East, a course along the Japan Isles, but without seeing any land. The charts lay down isles which we must have gone over, according to the situation in which they are placed. After passing the latitude of  $25^{\circ}$  North, we had one continual fog, which was oftentimes so thick, that it was impossible to see the length of the vessel. On the 1st of August, having laid to the preceding night, we judged that we were near land, and in the morning, at day-light, we got sight of it, through the Fog Banks, when we found it to consist of the Isles of Amluc and Atcha. We stood in for the former, and anchored there for two days, during which time we were visited both by the Russians and the natives. In our passage to Ounalaschka we were driven among five islands where dangers furrounded us on all sides, and without being able to see our way, but we providentially escaped them. It had, indeed, been one continued fog ever since we crossed the latitude of  $35^{\circ}$ , and from that time we had not been able to make more than two observations. We very fortunately had a time piece on board, which proved of the greatest utility.



The five isles among which we had been so much embarrassed, are described in Coxe's Russian Discoveries by the names of Pat Sopka :—that writer also mentions the destruction which many of the Russian Navigators have found between these isles and Kamschatka. They are uninhabited, and seem to be nothing more than huge masses of entire rock. Two of them bear a strong resemblance to each other, and possess rather a correct form of a sugar loaf.

On the 5th of August in the afternoon we found ourselves surrounded by a great number of canoes, which, from the dress and manners of the people in them, we were certain must belong to some of the isles, though we imagined ourselves to be too far to the Southward for them to come off. This little fleet was engaged in the business of whale fishing, and after stopping a short time to examine the vessel, which they did with every appearance of extreme admiration, they left us and paddled off to the Northward. We now steered a little more to the Southward, as we supposed that the current had set us to the Northward of our reckoning. The fog continued to be so very thick, that it was impossible to see any object at twenty yards distance from the ship ;—but from the number of canoes we had passed, there was every reason to suppose we were in the neighbourhood of land, which must, in all probability, have been the island of Amouchta.

The following night we were alarmed by hearing the surge of the sea upon the shore ;—we instantly tacked, and when we had stood on about two hours, we were re-alarmed with the same noise. We tacked again and as soon as it was day-light, we caught a glimpse of the land, over the mast-head, which appeared to be covered with snow. But the fog again became impervious to our sight, as it were, to increase the horrid suspense of our situation.—During four days of gloom in our minds, as well as in the air, we were continually endeavouring, but in vain, to obtain a passage, but every way appeared to be blocked up against us. The hoarse dashing of the surge drove us from one side, in order to be re-impelled by the same alarming warnings on the  
other

other. We had, indeed, every reason to believe that we had passed by some narrow inlet into a gulph surrounded with fatal shores, and from which there was no return but by the channel through which we entered. Though we were frequently within an hundred yards of the rocks, soundings were impracticable, and the steepness of the shore rendered our anchors of no use.

On the 5th in the morning, the fog cleared away, and gave us a most awful prospect of dangers which our happy experience was scarce sufficient to convince us that it was possible to have escaped. We now saw ourselves surrounded with land of a tremendous height, which was covered two-thirds down its sides with snow; while the coast was inaccessible from the lofty, perpendicular rocks which formed a regular wall, except where the violent beating of the sea had made those excavations which, with the rise and fall of a prodigious swell, occasioned the warning noise that proved our preservation. We now saw two open channels, one to the Southward, through which we had been driven, and another to the North West. Indeed if we steered at all to that point we should at once have got clear of our alarming situation: but we had been all along apprehensive of getting to the Northward of these isles, being aware of the difficulty of getting again to the Southward, the currents being well known to take a Northerly direction in the summer; and then we might have been detained an uncertain length of time, till a strong Northerly wind arose to drive us back—the South Westerly winds being the most generally prevalent in these seas at this period of the year. Finding it, however, impossible to go to the Southward, by the channel through which we came, on account of the strength of the current, we bore up and went to the Northward, and having got as far to the Eastward as Ounalashka, we were so fortunate as to meet with a strong North wind, which enabled us to get through between Unamah and Onalashka. In these straits the current could not run less than seven knots an hour, which caused a most tremendous sea.



When we got round to the South side of the island, a Russian came off to us and piloted our ship into an harbour adjacent to that in which Captain Cook refitted.

The Russians on these isles, came from Ochotsk and Kamschatka in galleot of about 50 tons burthen, having from sixty to eighty men each. They heave their vessels up in some convenient place, during their station here, which is for eight years; at the end of which time they are relieved by another party.—They hunt the sea-otters and other animals whom nature has clothed in furs. The natives of the different districts are also employed in the same occupations, and are obliged to give the fruits of their toil, as a tribute to the Empress of Russia, to whom this trade exclusively belongs.—In return, they receive small quantities of snuff, of which they are immoderately fond; and, obtaining that favourite article, they are content with their wretched condition, from whence, as far as respects any exertion of their own, they will never emerge. As to iron, or any other European commodity, it is as scarce with them, as with their continental neighbours.

The houses of the Russians are constructed upon the same principles as those of the natives, but on a plan of larger extent. They consist of cavities dug in the earth, and a stranger might be in danger of falling into them, without having the least suspicion that he was within the verge of any habitation; as the only entrance into these subterraneous places of residence, is through a round hole at the top of them, and by a post with steps cut in it, as the means of descent. Indeed, such an accident happened, on the first evening of our landing, to the first officer and surgeon of the Nootka.—On their return from a Russian village, they suddenly disappeared through one of these holes, and intruded themselves, in a very unexpected manner, to an household of the natives. The fright on the occasion was mutual;—the one hurrying out of the place as fast as their fears could carry them, leaving the fallen gentlemen, in expectation that the invaded people, with whose mild and amiable manners they were not then acquainted,

acquainted, would instantly give the alarm, and call their friends to revenge the innocent invasion by murder and massacre.—They found, however, on their return above ground, that the natives had fled in extreme confusion and affright to the Russian village. The next morning, the accident was explained; and a small present of tobacco made the poor people ample recompence for the alarm of the preceding evening.

The sides of these dwellings are divided into compartments for the purpose of sleeping,—the skins of animals serving them for their beds; and in the center is the place for dressing and eating their victuals. In the very cold weather, they use lamps instead of wood:—as there are no trees on the islands, wood must be a very scarce article, having no other supply, but the accidental drifts of it from the continent. Their diet consists entirely of fish with the oil of the same for sauce. This manner of living is common both to the Russians and the natives, except that the former boil their food, and the latter eat it in a raw state. We have frequently seen them eat, or rather devour, the head of a cod or a halibut, immediately after it was caught, with all the signs of voracious satisfaction. The only vegetable these islands produce is wild cellery, which the natives eat as it is pulled out of the ground.

Though the Russians have been so long settled on these islands, they have produced no kind of cultivation whatever. They have not any of the domestic fowls or animals, except dogs;—nor had we an opportunity to examine whether this want of comforts and conveniencies, which are of such easy attainment, arose from local barrenness, or their own indolence. Their sole dependance for food, is on the produce of the sea and the rivers, which, however, afford them great abundance of excellent fish; and, if a proper judgment may be formed from the strong and healthy appearance of the natives, or the colonists, they do not want a more wholesome or strengthening sustenance.



The natives of these isles, which are known by the appellation of the Fox Islands, are a short and stout race of people, with full round countenances, that bear no traces of a savage disposition.—They do not cut, scarrify, or in any manner disfigure their faces, like the natives of the continent; and are, to all appearance, of an harmless and inoffensive character. Jealousy, at least, is not among their ordinary passions, as they discover no symptoms of displeasure at any attentions which strangers may be disposed to pay to the female part of their community.

The only animals on these islands are foxes, some of which are black, and whose skins are very valuable. While we lay here, we endeavoured to engage the Russians to trade with us; but they set too high a value on their furs to dispose of them to us, at least for any thing we had to give in return; more particularly as they expected to be relieved the following year. The harbour we entered is situated about ten or twelve miles from that where Captain Cook refitted, and lies in the latitude of  $54^{\circ} 2'$  North; longitude,  $193^{\circ} 25'$  East of Greenwich.

On the 20th day of August, we sailed from Ounalashka, in order to run down the continent, till we should pass the Shumagin Islands, as Captain Cook describes Kodiak one of the Southern. Indeed, we wished to be clear of the Russian settlements, as we knew nothing was to be got in the vicinity of them, before we went on the coast.

On the 27th of August, we arrived in sight of the Schumagins; and at about four leagues from the shore, a great number of canoes came off to us, which we observed to be of the same construction as those of the Fox Isles; and that the dress and manners of the people in them were the same as the natives of those islands.

It appears that the Russians, wherever they are settled, from some political reason, as we suppose, prohibit the natives from keeping canoes of a size to carry

more than one person. These canoes are generally about twelve feet in length, sharp at each end, and about twenty inches broad, tapering to a point: their depth in the center, where the man sits, is about twenty inches. The canoes of this make extend from the straits of the two continents along the coast as far as Cape Edgecumbe. Some of them are made to carry three persons; but, in general, not more than one or two. The frame is composed of very thin strips of the pine wood, fastened together with whale sinews, and is then covered with the skin of the seal or sea-cow, which is previously robbed of its hair. The bottom of the skin-srock, which the natives wear, ties over the hole of the canoe, where the man sits, and prevents the smallest drop of water from getting in. These vessels are paddled at a prodigious rate, and go out in any weather.

It was now the 28th of August, and no advantage had yet arisen from the voyage; but as we supposed ourselves to be at the termination of the Russian settlements, and had a large track of coast to run down, we expected to have made an advantageous trade before the winter set in, which was now hastily approaching. With this design, we purposed to make one port to the Westward of Cook's River,—and, in coasting along, we saw a large opening, which appeared to be formed by an island: we accordingly steered in for it,—and, when we were in with it, it appeared of very great extent, taking a North Easterly course. As we now thought ourselves clear of the Russians, we were in continual expectation of being visited by the natives, and commencing the advantageous part of our voyage; though we are at a loss how to reconcile it, that so large a strait should not have been observed by Captain Cook. Having continued our course up it, about twenty leagues, a canoe came off to us from the inland side, with three people in it, one of whom came on board, who proved to be a Russian seaman.—He was a very intelligent man, and informed us that this was the island of Kodiak, that the crews of three galliots were on duty there, and that there was another island of the same name along the coast.



This intelligence was by no means pleasing, as it dashed at once all our hopes of obtaining any trade, at any intermediate place, between Cook's River and the Schumagin Isles. We therefore continued our passage through the straits, which were named Petrie's Strait, in honour of Wm. Petrie, Esq. and found it brought us out near that point forming Cook's River, and distinguished by the name of Cape Douglas on Captain Cook's chart. These straits are upwards of ten leagues in length and about fifteen in breadth, and cut off a very large tract of continent from the former charts. We anchored under Cape Douglas, and soon after several canoes came off to us of the River Indians. They sold us two or three otter skins, for which they received some pieces of unwrought iron, about a pound, perhaps, for each skin. They appeared to be greatly rejoiced to see us, and offered us every thing they had in their boats as presents. These people by refusing tobacco plainly proved that they had no connection with the Russians, and by frequently pronouncing the word English, English, it appeared also that the Nootka was not the first vessel of our country which had been seen by them. Indeed it afterwards appeared that the King George and Queen Charlotte from London had been there before us. The canoes very shortly left us to go up the river in search of more skins, and the following day we saw two large boats coming down the river, with about eighteen men in each. They proved to be Russians who had been up Cook's River on a trading voyage; and each boat had a brass field-piece with small arms for each man. They had left their summer residence which is the lower island in Cook's River, and were proceeding to their winter quarters on the island of Kodiak.

It was now the 20th of September, and the weather extremely boisterous, so that we determined to quit the river, where we had been detained by several heavy gales of wind, and proceed to Prince William's Sound, and, if practicable, to winter there. On our arrival at Snug Corner Cove, in Prince William's Sound, as named by Captain Cook, the weather was very violent, and during the three days we lay there not a native appeared; which circumstance led us to conclude, that the natives had retired from the coast, or were gone to the South-

ward for the winter. In our excursions on shore, we saw some wood which had been fresh cut, and by an edge tool; we also found a piece of bamboo, which fully satisfied us that some vessel must have very lately preceded us; and as our appointed rendezvous, with our consort the *Sea Otter*, was at this place, we very naturally concluded that she had been here, and was failed for China.

This was a situation pregnant with difficulties:—the coast was to all appearance without inhabitants, so that if we remained here during the winter, there was no prospect of our being able to procure trade or refreshments. On the other hand, the bad weather had set in, with continual gales of wind, accompanied with sleet and snow; and if we quitted our present situation, it was very doubtful whether we should be able to make another, and therefore be obliged to run for the Sandwich Isles, which would, in all probability, have put an end to the voyage, as our seamen were becoming extremely dissatisfied. In this situation it was determined to prefer an inhospitable winter in Prince William's Sound, to all the comforts of the Sandwich Islands, from whence, it was with good reason imagined, that it would have been a matter of great difficulty, if not wholly impracticable, to persuade the seamen to return to the Coast of America. Under these difficulties we laboured; but as the object of the voyage and the interest of the proprietors were deeply concerned in supporting the hardships which threatened us, and the mortifications we should experience, we resolved to bear the one and to submit to the other. A very little reflection on the limited power of a mercantile officer, and the want of a due subordination in a mercantile ship, will enable any one to believe that in remaining here, we were not at least deficient in zeal for the interests of those who promoted and supported this commercial expedition.

On the 4th day, several canoes, came off to us, and the natives behaved in a very friendly and affable manner. They mentioned several English names, which appeared to be those of the crew of the *Sea Otter*.—They also made us understand that a vessel, with two masts, had failed from



thence but a few days before, and that they had plenty of skins, which they explained to us, by pointing to the number of the hairs of their heads. They also informed us, after their manner, that if we would stay, they would kill plenty of otters for us during the winter.

Being now satisfied that the Sound was inhabited, nothing but a good harbour was wanting to determine us to stay here during the severe season; and the next day the boats found a very commodious one, about fifteen miles East North East, from where we lay. Accordingly, on the 7th of October, the vessel was removed to the place appointed; she was then unrigged, and the people began to work on shore to erect a log-house for the armourers to work in; which, from the present state of the vessel, might also be useful in containing lumber.

The natives now favoured us with their daily visits, and never failed to exert their very extraordinary talents in the art of thievery. They would employ such a flight of hand in getting iron materials of any kind, as is hardly to be conceived. It has often been observed when the head of a nail either in the ship or boats stood a little without the wood, that they would apply their teeth in order to pull it out. Indeed, if the different losses we sustained, and the manner of them were to be related, many a reader would have reason to suspect that this page exalted the purloining talents of these people, at the expence of truth.

It was now the middle of October and we had collected a few skins. The natives also assembled in greater numbers, and became so very troublesome as to perplex us very much, in regard to the manner in which we should conduct ourselves towards them. Policy and humanity both instructed us to avoid, if possible, any violent correctives, but it very often happened, that our people who were employed on shore in wooding and erecting the house, were obliged to come off to the ship, as the natives would come down from the woods behind

hind them, and endeavour to take away whatever tools they had in use.—As the vessel lay so near the place where the people were at work, that we could talk to them, we did not allow them fire-arms, unless they were accompanied with a careful officer, lest an improper use should be made of them; and we had hitherto found that the firing a musquet from the ship would at all times drive the natives away.

On the 25th of October, a large party of Indians were perceived coming into the creek, and as there appeared to be a greater number than we had seen assembled before, we called to our people to come on board, and they not coming immediately, the Indians got up a-breast of the vessel, and immediately landed where they were at work:—at the same moment another party joined them from the woods.—As the natives in the canoes went on shore in spite of all our signals to prohibit them, two of our guns were ordered to be pointed at them, which had the desired effect; as they were at this time endeavouring to take away the axes from our people on shore. But on perceiving the preparations we were making, they cried out in their usual manner, *laulè-laulé*, or friend, friend, and extended wide their arms as a token of amity.

Having got all our people on board, it was thought to be a proper opportunity to disperse the natives, who were now assembled in such considerable numbers, by shewing them the power of our cannon, and accordingly a twelve pound *cannonade* was fired with grape shot, which displayed its effects upon the water to their extreme astonishment, and indeed threw them into such a panic, that one half of them overset their canoes from fright.—A three pound field piece was then discharged from the shore, with a round shot, which grazing along the surface of the water to a considerable distance, convinced them that it was in our power to throw the shot to whatever point, and in whatever direction we thought proper. While they were deliberating, as it were, in a state of no common apprehension, we made them understand that it was not our intention to do them any injury while they



they conducted themselves to us in an honest and friendly manner, and that it was our wish to engage in trade with them, by purchasing their skins with such articles as we had got for that purpose. These articles were then offered to their attention, when, after repeated shouts of joy, such as were dressed in furs, instantly stripped themselves, and in return for a moderate quantity of large spike nails, we received sixty fine sea-otter skins. To conciliate their friendship, the principal men among them were presented with beads of various colours, and they promised to bring us skins as fast as they could procure them.

This attempt was certainly pre-meditated, as these people never make war upon each other in those large boats, which they employ solely to carry away their old men, women, and children, on the approach of an enemy; and they are called by them the womens' boats. They now made use of them for the purpose of landing a great number at once, that they might be certain of cutting off the retreat of our workmen. But though this scheme proved abortive, we had no reason to suppose that they would, or perhaps could resist an opportunity of stealing any article, of which iron composed a part, so powerful was the temptation that assumed the form of that favourite metal.

Such, however, was the present appearance of our affairs, that we desisted from carrying on our operations on shore. We therefore began to cover the vessel with spars, and close it in all round the sides, which we got done above one half from aft, forward; but the falls of snow became so frequent, and deep on the shore, that we were prevented from completing it, which was a very great inconvenience; as the part that was covered always afforded a place to walk in, as well as prevented a great deal of cold from striking through the deck. It also formed a very sufficient fortification had that been necessary;—as we were boarded and netted all round, ten feet above the gunwhale; so that we should have been able to have defended ourselves against any attack that could have been made upon us; though the ice, which was forming all round us, gave the natives no inconsiderable advantage: but, whatever might be

the inclinations of our savage neighbours, the operations of our great guns had frightened them into the most amicable demeanour towards us.

On the 31st day of October the thermometer fell to 32, and the mornings and evenings were very sharp. Till this period, we had caught a great plenty of salmon, but we now found they were leaving the small rivers. At two hauls of the seine in a pond, between the neighbouring hills, we caught as many as we could salt for the winter use; and, for our daily consumption, two men were dispatched every morning, and in two hours they would bring down as many as they could carry. The method of taking them may appear rather ridiculous, but it is managed by following the drain of water from the pond, to where it emptied itself into the sea, and knocking the fish on the head with clubs, as they were going up or coming down; and as the channel was not above a foot in depth, this business proved good sport to the sailors, as well as a source of luxurious provision for the table. The days of plenty were however drawing nigh to a conclusion. The ducks and geese which had also afforded us a constant supply, were now forming into flocks and passing away to the Southward.—The natives had also brought us occasionally some of the mountain sheep which were the only land animals we saw amongst them, and we had depended for some assistance at least from them on the article of provision during the winter;—instead of which, by the 5th of November, not one of the feathered tribe was to be seen, nor was it possible to go into the woods, the ground being, at this time, covered with at least five feet of loose dry snow.—The fish had also left the creeks and coves, and ice began to form everywhere around us.—The stupendous mountains which met our eye on every side, were now white with snow to the very edge of the water, while the natives had no other means of support but the whale fish and blubber which they had prepared for their winter provisions.—But since the 2d of November, the ice, from the vessel to the shore, had been capable of bearing, and our people had commenced the amusement of skating and other diversions on it, which not only afforded them considerable recreation, but contributed



contributed greatly to the preservation of their health, till the snow became as deep on the ice as it was on the shore.

During the months of November and December we all enjoyed an excellent state of health.—The natives also continued their friendly behaviour to us, except in their incorrigible disposition to stealing, which they never failed to indulge when any opportunity offered, and which the most attentive vigilance on our part could not always prevent. The thermometer, during the month of November, was from  $26^{\circ}$  to  $28^{\circ}$ ; and in December it fell to  $20^{\circ}$ , where it continued the greatest part of the month.

We had now at noon but a very faint and glimmering light, the meridian sun not being higher than  $6^{\circ}$ , and that obscured from us by hills  $22^{\circ}$  high to the Southward of us. While we were thus locked in, as it were, from the cheerful light of day, and the vivifying warmth of solar rays,—no other comforts presented themselves to compensate, in any degree, for the scene of desolation which encircled us. — While tremendous mountains forbade almost a sight of the sky, and cast their nocturnal shadows over us in the midst of day, the land was impenetrable from the depth of snow, so that we were excluded from all hopes of any recreation, support, or comfort, during the winter, but what could be found in the ship and in ourselves.—This, however, was only the beginning of our troubles.

The new year set in with added cold, and was succeeded by some very heavy falls of snow, which lasted till the middle of the month. Our decks were now incapable of resisting the intense freezing of the night, and the lower parts of them were covered an inch thick with an hoary frost, that had all the appearance of snow, notwithstanding three fires were kept constantly burning twenty hours out of the twenty-four; so that when they were first lighted the decks were all afloat. For some time we kept in the fires night and day, but the smoke which proceeded from a temporary stove, made out of one of the  
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forges, was so very troublesome, that the people, who were now falling ill, were fully convinced that this continual smoke was the cause of their sickness. After the heavy fall of snow we had twelve down with the scurvy, and towards the end of the month four died, and the number increased to twenty-three who were confined to their beds, amongst whom was the surgeon, who was extremely ill. The first officer on finding himself slightly affected in the breast, a symptom which generally foreboded a fatal determination in a very few days, got rid of it by continually chewing the young pine branches, and swallowing the juice; but, from the unpleasant taste of this medicine, few of the sick could be prevailed upon to persist in taking it.

At the latter end of February the disorder had increased, and no less than thirty of our people were so ill that none of them had sufficient strength to get out of their hammocks:—four of them died in the course of the month.—Indeed, at this time, our necessaries were so far exhausted, that if the more violent symptoms of the disorder had abated, there was a want of proper food &c. to complete the cure. These melancholy circumstances were rendered more afflicting by the hopeless minds of the crew; for such was the general discouragement amongst them, that they considered the slightest symptom of the disorder to be a certain prelude to death.

During the months of January and February the thermometer continued for the greater part at  $15^{\circ}$ , though it sometimes fell to  $14^{\circ}$ . Notwithstanding this extreme cold, we were visited as usual by the natives who had no other cloathing but their frocks, made of the skins of sea-otters and seals, though chiefly of the latter, with the fur on the outside.—But whatever protection these dresses gave to their bodies, their legs remained uncovered, and without any apparent inconvenience.—They appeared to be as much distressed for provisions as ourselves, and as we had several casks of the whale blubber which had been collected for oil, they used, whenever they came on board, under a pretence that the weather was too boisterous for them to engage in  
whale



whale hunting, to entreat a regale of this luxurious article; which was always granted to their great comfort and satisfaction.—In their opinion it was owing to our not taking the same delicious and wholesome nourishment, that such a terrible and alarming sickness prevailed amongst us.

We were at first very much surprised at their being informed of the death of our people, and the places where we had buried them.—They particularly pointed to the edge of the shore between the cracks of the ice, where with considerable labour we had contrived to dig a shallow grave for our boatswain, who from his piping had attracted their particular notice and respect.—We indeed, at first imagined that they contrived to watch these melancholy ceremonies in order to dig up the bodies for a banquet, as we had no doubt but that they were a cannibal tribe. We however soon after discovered that they obtained their intelligence from the constant watch they kept, to prevent any other bands of natives from coming to trade with us, without giving them a share of their profits, whatever they might be.

As they paid us daily visits, we at first imagined that their place of habitation was at no very great distance, though we had never been able to discover it; but we now learnt that they were a vagrant people, without any fixed place of abode, sleeping where they could, and when they had the inclination; and that they made no distinction between the night and the day, wandering about as much during the one as the other.—They never made any fires in the night for fear of being surprised by those tribes with whom they seemed to be in a continual state of hostility, and who must have come across the ice to attack them; for as they had no knowledge of the use of snow shoes, the woods were wholly impassable.

The month of March brought no alleviation of our distresses:—It was as cold as the months which preceded it. In the early part of it there fell a great deal of snow, which increased the number of the sick, and the violence of the

disorder in those who were already afflicted by it.—In the course of this month we had the melancholy office of performing the last imperfect obsequies to the remains of the surgeon and the pilot. These were heavy misfortunes, and the loss of the former, at a moment when medical knowledge was so necessary, must be considered by all who read this page, as a consummate affliction.

The first officer finding a return of his complaint, applied to the same means of relief which had before been so successful,—exercise and the juice of the pine tree.—He made a decoction of the latter which was extremely nauseous, and very difficult, though very much diluted, to keep on the stomach:—it operated repeatedly as an emetic, before it became a progressive remedy:—and perhaps this very effect, by cleansing the stomach, aided the future salutary operations of this anti-scorbutic medicine. The second officer and one or two of the seamen persisting in the same regimen, found similar benefit, and were recovered from a very reduced state; but it is one of the unfortunate symptoms of this melancholy disorder, to be averse to motion, and to find pain bordering on anguish, in attempting to use that exercise which is the predominant remedy.

Having lost our surgeon, we were now deprived of all medical aid.—Every advantage the sick could receive from the most tender and vigilant attention, they received from myself, the first officer and a seaman, who were yet in a state to do them that service. But still we continued to see and lament a gradual diminution of our crew from this terrible disorder. Too often did I find myself called to assist in performing the dreadful office, of dragging the dead bodies across the ice, to a shallow sepulchre which our own hands had hewn out for them on the shore. The sledge on which we fetched the wood was their hearse, and the chasms in the ice their grave:—But these imperfect rites were attended with that sincerity of grief which does not always follow the gorgeous array of funeral pride to sepulchral domes. Indeed, the only happiness; or, to express myself with more accuracy, the only alleviation of our wretchedness was when we could absent ourselves from the vessel, and get



away from hearing the groans of our afflicted people, in order to find relief in a solitary review of our forlorn situation. All our cordial provisions had long been exhausted ;—we had nothing to strengthen and support the sick but biscuit, rice, and a small quantity of flour, but no kind of sugar or wine to give with them. Of salt beef and pork there was no deficiency ; but, even if it had been a proper food, the aversion of the people to the very sight of it, would have prevented its salutary effects. Fish or fowl was not an offering of the winter here. A crow or a sea-gull were rare delicacies, and an eagle, one or two of which we killed, when they seemed to be hovering about, as if they would feed upon us, instead of furnishing us with food, was a feast indeed.—Our two goats, a male and female of the same age, and who had been our companions throughout the voyage, were at length reluctantly killed, and served the sick, with broth, &c. made of their flesh, for fourteen days.

Though we were at the latter end of March, there was, as yet, no change in the weather ;—the cold still continued its inhospitable severity :—we now, however, began to derive some hopes from seeing the sun, which had been so long obscured from us, just peep at noon over the summits of the mountains. The thermometer had, during this month, been for the most part at  $15^{\circ}$  and  $16^{\circ}$ , though it had sometimes risen to  $17^{\circ}$ .

The early part of the month of April was very frosty, with violent winds. Towards the middle of it, we had some very heavy Southerly gales, which produce the summer in these high latitudes, as the Northerly ones prevail throughout the winter. The change of wind produced, as may be supposed, a sensible alteration in the air ; but it brought heavy showers of snow, and did not become stationary ; so that with the return of the North wind, it became as cold as ever. In short, during the latter part of this month there was a continual combat of these opposing winds, which were the more disagreeable, as it occasioned thick and hazy weather. While the South wind prevailed, the sick people grew worse, and in the course of this month, four Europeans and three

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Lascars died. The second officer and the seaman who entered upon the pine juice regimen, were now so far recovered as to get upon deck to receive the short but welcome visit of the sun. This circumstance induced many of the sick men to apply to the decoction, and some of them were persuaded to continue it; but, in general, it was neglected, with a determination to die at their ease, (according to their manner of expression) rather than be tormented by such a nauseous and torturing remedy.

Towards the end of the month, in the mid-day sun, the thermometer raised to  $32^{\circ}$ , but at night it fell below the freezing point to  $27^{\circ}$ . During the last three days in this month, the natives brought us some herring and sea-fowl. The fish, I myself distributed to the sick, and no words can express the eager joy which animated their haggard countenances on receiving such a comfortable and refreshing meal:—and every encouragement was, of course, given to the natives to procure a constant supply of this strengthening food.

These people now began to console us with an assurance that the cold would soon be gone. They had, indeed, always made us understand, that the summer would commence about the middle of May, by counting the number of moons. The sun now began to make a large circle over the hills, and at mid-day it was exceedingly reviving. The supplies of fish were also frequent, and we began to feel hopes, that the remaining part of us would get out of this desolate abode, and return again to our country. These circumstances gave such a turn to the spirits of the people, that many of them consented to be brought upon deck to feel the rays of the sun, who fainted when they approached the air. It is very singular that many of them who preserved astonishing spirits, and would say or do any thing, who appeared in short, as if they were free from all disorder, while they were in bed, would from the most trifling motion, or only touching the side of their hammocks, be thrown into such agonizing pains, and successive faintings, that every moment might



might be supposed to be their last. In this state they would remain for near half an hour, before they recovered.

By the 6th of May, there was an astonishing change in every thing around us; the seamen who had not been very much reduced, recovered miraculously, from drinking the decoction. We had now as much fish as we could eat, with a great variety of sea-fowl, with which the natives daily provided us.—We had also seen several flights of geese and ducks pass over us, but none had as yet come within our reach.

On the 17th, a company of the natives, with the King of the Sound, named Shenoway, came on board with great form, to congratulate us on the return of summer.—They also informed us that they had seen two vessels at sea, an article of intelligence which we scarce knew how to believe, though it was confirmed by the similar and subsequent information of others of the natives; but, on the 19th, this doubtful account was verified by the arrival of two canoes conducting a boat, in which was Captain Dixon of the *Queen Charlotte* from London, which, with her consort the *King George*, Captain Portlock, he had left at Montagu Isle, to come in quest of us, on the information of the Indians.

If all the circumstances are considered,—this must be mentioned as a most extraordinary meeting; and when the horrid situation of the *Nootka* and her crew is called into reflection, their sickness and their sorrow,—their desolate situation so long continued,—and the chilling apprehensions that, from the state of the crew and the state of the ship, even when the weather relaxed, and the season became favourable, they might not possess the means of quitting it;—when all these items of misfortune are brought to one aggregate of evil, it is not a matter of surprise that Captain Dixon should be welcomed as a guardian angel with tears of joy. Nor shall I deny that we received considerable assistance and service from Captain Portlock, whose ambassador he was.—And here I should

should have concluded this part of my subject; but as the latter gentleman in the account of his voyage, has thought proper to represent himself as possessing the virtues of a Samaritan, and that he exercised them all upon me, I have thought proper to state the history of his conduct with all the necessary vouchers, that the public may be in possession of the truth, and be enabled to judge of the extent of the obligations I owe to the justice, the liberality, and the humanity of Captain Portlock\*.

By the 12th of May, the meridian sun became very powerful, and the Southerly winds being set in, the air was soft and pleasant. The thermometer during the day and in the shade stood at 40°, though at night it fell to the

\* In May, 1787, Captain A. Portlock arrived in the King George in an harbour in Prince William's Sound, as did the Queen Charlotte, Captain Dixon, who was dispatched with the boats on a trading trip, and arrived in Snug Corner Cove, with the long-boat of the King George and two whale boats. They were informed by the natives, that a vessel was at anchor near them, which they understood to be the Nootka, Captain Meares. On this intelligence, Captain Dixon was conducted by the natives, and arrived on board the Nootka late in the evening.

When our mutual surprise was in some measure abated, Captain Dixon was informed by me of my condition, and the misfortunes which we had encountered. To which he replied, that it only lay in Captain Portlock's power to lend us the assistance he saw we so much wanted, and that he proposed to depart very early in the morning to the ships, which were distant near 20 leagues: he also added he was certain that Captain Portlock would put to sea immediately on his hearing this intelligence of us.

I made Captain Dixon sensible of our situation, and that I had no boat capable of proceeding down to the ships; I therefore requested to know if he would give me a passage, in order that I might lay before Captain Portlock the history of our distresses; but Captain Dixon very honestly informed me, that though he would most assuredly accommodate me with a passage, yet he did not think that Captain Portlock would send up a boat in return. I then considered, that, if I went down, and the ships should nevertheless fail, leaving me to get back as I could, I should be in a state of the most accumulated misfortune;—and, though my going down would have been some tie on Captain Portlock to send me back to my ship in one of his boats, yet the distance between us being so great, it would take up some days of his time, which might be to the detriment of his voyage: I therefore, on this consideration, waved going, and instantly wrote to Captain Portlock by Captain Dixon. (No. I.)

A few hours after the departure of Captain Dixon, it occurred to me, that if we could possibly launch the long-boat, and proceed to the ship, it might be the means of securing some assistance previous to their departure.

The hull of the boat, indeed, was deplorable,—for when we launched her it was with difficulty that we could keep her afloat; nevertheless, I embarked in her (accompanied by the first officer and five men) the same evening. I took with me two casks of rum, and several bags of rice, to exchange for some gin, and a little sugar and cheese; all which, Captain Dixon informed me, they had in abundance.

Fortunately we had fine weather; and arrived at the ship about three o'clock the following evening, just before the commencement of a gale of wind. When we got along-side the King George, the boat was half full of water; and the carpenter could not avoid expressing his astonishment, that we had ventured such a distance in her.

Captain



the freezing point, and spread a thin ice over what had thawed in the day. The main body of ice, however, by which we were surrounded, began to loosen from the shore, where it was broken by the tide, which rises and falls eighteen feet, while the drain of the thaw in the country drove the pieces of ice out to sea. The vessel now swung to her anchors, the ice having thawed from around her:—Our sick were recovering very fast, though two of them baffled the return of the sun, and, in spite of our utmost attentions, added to the number of those whom fate had ordained to take their last sleep on this horrid shore.—The face of the country, however, was still covered with snow, and no vegetable production was yet attainable but the pine tops; that the sternness of winter had deigned to spare us, and which proved an efficacious remedy to those who persisted in the use of them.

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Captain Portlock received us with great politeness; and we found that Captain Dixon had arrived but a few hours before us. As soon as we had refreshed ourselves, I explained to Captain Portlock the nature of my errand,—which he heard, and said he would consult Captain Dixon on the subject. I then proceeded, to give him, without reserve, such information relative to the various expeditions on the coast, their views, the probable time of their arrivals, &c. &c. which must have been invaluable to him, from his utter ignorance of any other ships. I gave him this information from pure commiseration for the hitherto unfortunate events of his voyage, and to guide him in his future proceedings:—In short, I communicated every thing in my power.

In a little time Captain Portlock, in the presence of Captain Dixon, informed me, that it was entirely out of his power to assist me with men:—this they did, I fancy, to enhance the value of the favour; for on my pressing that part of my request with great earnestness, and urging that common humanity obliged them, and what they would expect were they in my situation; they consented to give me two men, one from each vessel; but required a fresh representation by letter, which I wrote them, (No. II.) Two seamen were then called in, and, I suppose out of delicacy, the Captains left the cabin. These men informed me, that they would go with me on the terms of Four Pounds per month, and one Otter-skin each. It appeared to be needless to argue with them,—I was at their mercy,—and therefore closed the agreement, except the demand of the otter-skin, without much hesitation, though they had but Thirty Shillings per month on board the European ships. I indeed thought, that Captain Portlock might have interfered, in some degree, to regulate this matter more to my advantage. The agreement was immediately made in writing, duly signed and sealed, between myself and these seamen; and *Captain Portlock was a subscribing Witness.*

In return for the two casks of rum, of 50 gallons each, and 12 bags of rice of about 500lb. I received 6 gallons of brandy, 11 of gin, two casks of flour, of 20 gallons each, 10 gallons of melasses, and six loaves of English sugar.

The same evening, at my request, Captain Portlock ordered his carpenter to caulk my long-boat's bottom, so that she was rendered fit for my return.

During those acts of mutual civility, I really thought myself much indebted to Captain Portlock; and in return offered him such articles as I could spare; such as rum, rice, and a new cable of 13 inches (Europe;) but he declined receiving any of these, not being in want of them. In the evening of this day I bid him adieu, and arrived safe on board the Nootka with the two seamen.

On the 17th of May, a general dissolution took place throughout the Cove, and when we once again found ourselves in clear water, the hopes of leaving this scene of so much distress and horror, cheered our languid minds with inexpressible comfort.

The number of natives which we saw, did not exceed five or six hundred.—They are a strong, raw-boned race of people, and in size rather exceeding the common stature of Europeans. They have no town, village, or fixed place of abode, but are continually wandering up and down the Sound, as fancy leads or necessity impels them, considering the whole of that territory as subject to them, and suffering no other tribe to enter whom they have strength sufficient to keep out, without paying them a tribute for that privilege. When, however,

A few days afterwards, I was surprised to see Captain Portlock's two boats enter the Cove : they brought me the following letter from that gentleman.

CAPE HICHINBROKE, ON BOARD THE KING GEORGE,  
May 19th, 1787.

DEAR SIR,

I HOPE by the time you receive this you will be clear of the ice, the remains of your crew on the recovering hand, and your vessel in a state of quitting the Sound, which I think cannot be done too soon, as on quitting the coast, by a short run you may be amongst the Sandwich Islands, where every refreshment may be had for putting your ship's company in a proper state for proceeding towards China; where, at a proper season, hope to see you in good health.

I think it was on the second day after you left us that we sailed from Port Rose, Montague Island; and, after rounding the East end of the said island, stretched over for this place, where I lay much exposed; but, at all events, mean to remain until the return of my long-boat from Cook's River, and the coast tending that way; to which place I dispatched her the day after you left us, and expect her in about one month.

Captain Dixon took his leave of me off the Cape, bound to the Southward towards King George's Sound, with directions to touch at every port he could make along the coast, and try what may be done on his way there: and as the weather since his departure hath been favourable, I hope he will make a good hand of it.

I remember before you left us to have heard you say, that you had an abundance of trade of every kind remaining: and now, my good friend, I think, in your present situation, that trade cannot, at least that it ought not, to be your object. I must beg that you would spare me a part of it. The articles I wish you to spare are beads of different kinds, particularly the small green and yellow sort, and of them as much as possible; iron unwrought, and your spare annil, you may remember that I mentioned my want of pepper and a compass.

I hope to see you as you pass through the Sound: and remain, with esteem,

Your's sincerely,

CAPT. JOHN MEARES, *Snow Nootka,*  
*Sutherland Cove, Prince William's Sound.*

NATHL PORTLOCK.

I wrote



however, they are intruded upon by a more powerful nation, which sometimes happens, they retreat to certain rocks which are inaccessible but by a ladder that is drawn up after them, and even their canoes, which are of a very light construction, are hauled up with them.

They have a King whose name was Sheenoway; he was a very old man and almost blind.—When he first visited us in the preceding autumn, he brought with him three women, whom he called his wives, and were accordingly treated with a suitable attention, being presented with such articles as appeared to be most agreeable to them; but they would not suffer the most distant familiarity from any of us. These and three or four others were the only women we saw amongst them.—We wished very much to get one of their boys to live

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with

I wrote him by return of the boats, (No. III.) I hesitated not a moment in complying with the purport of his letter; and as I could not get at the articles of trade, they being stowed in the hold, I sent what I had at hand, viz. the compass, some pepper, a few bags of rice, 400 or 500lb. each, and several other articles which I thought he wanted, though he did not pay by any means an adequate attention to my wants by his boats.

The Nootka in fourteen or fifteen days was ready for sea: we therefore sailed out of the Cove, where we had been so long imprisoned, and anchored the next evening in Port Etches, where the King George was also at anchor. I again met Captain Portlock with every civility.

A few days after my arrival, as we were conversing in a friendly manner on board his own ship, I was much surprised at his putting into my hand the following letter.

KING GEORGE, PORT ETCHES,

June 9th, 1787.

CAPTAIN MEARES,

AT the time I spared you Thomas Dixon and George Willis, to assist in navigating the Nootka to China, I had thoughts of quitting this Sound, and proceeding to other parts of the coasts; therefore your stay in the Sound, and carrying on a trade with the natives, could not, in any material degree, affect me. I therefore proposed to you no conditions respecting trade, in consideration of that assistance, which, if I had done, I am pretty certain you would very readily have complied with. Since that period I have had good reason for adopting another plan, a part of which is to remain in the Sound, and purchase every skin, of every kind, that came in my way; and as your remaining in the Sound and trading must, of course, stop a considerable part of the trade that I might get, I find myself in duty bound, on account of my employers interests, to propose the following conditions,—which, *if you would wish to keep the assistance I have already lent*, you will find it *necessary to comply with*. The Conditions are these,—That *you bind yourself in a Bond of five hundred pounds*, “that no trade be carried on for skins of any kind by yourself, or any of your crew, during your stay in the Sound this season, and that you let me have twenty bars of iron, and some beads.” On these, and only these Conditions, *you keep what assistance I have already lent, and receive what other assistance I have in my power to afford you*: at the same time I must assure you, that was I in your situation I should not hesitate a moment in complying with the terms proposed. You have made a good purchase,—I have mine to make. You have more trade than you can possibly dispose of,—I have mine to make.

with us, in order to obtain some knowledge of their language and manners; this proposition, however, they constantly refused; but on condition that we should leave one of our people with them. Indeed the King himself always hesitated to come on board, unless one of our seamen remained in the canoe during his visit.

Some time in October, 1786, his Majesty brought us a young woman and offered her for sale; and she was accordingly bought for an axe and a small quantity of glass beads. We at first thought that she was one of his own women, but she soon made us understand that she was a captive, and had been taken with a party of her tribe, who had been killed and eaten, which was the general lot of all prisoners taken in war. She alone had been preserved to wait upon the Royal ladies, who were now tired, or perhaps jealous of her services.

A requisition so illiberal called forth all my astonishment; and it was with difficulty I could suppress the indignation I naturally felt, at the shameful advantage he proposed to take of my helpless situation. However, for what could I do? Impelled by cruel necessity, I agreed to these hard conditions, with a proviso, that he gave me his honour to let me have another man from him, and the probability of a boy; and as he informed me that he had a quantity of porter on board for the Japan market, and other articles, such as sugar, chocolate, &c. that he would let me have as much of those articles as I wanted, at the Canton price, as he did not mean to go to Japan:—all this he assured me that he would comply with:—in return, I pledged my honour not to trade, or permit my people;—the beads and iron were accordingly sent him. Before I finished my visit, he fixed the next day to send the man, perhaps the boy, and certainly the porter, which to us would have been an invaluable acquisition, on account of our scorbutic habits of body, and having nothing but salted beef to exist on down to the islands, the very idea of which we nauseated.

The next day his carpenter came on board, who began to caulk the deck, and examine the pumps. Captain Portlock employed also some of his people to brew beer and cut wood for us.

Captain Portlock had done all this with so many professions, that it was all for the good of his owners, and appeared so friendly to me, that I really was deceived by him.

His carpenter when caulking part of our deck had used about fifty pounds of oakum of his own, we having none of that article, or men to pick it;—to replace this, I sent on board several lengths of an old cable, about 11 fathoms, when one of Captain Portlock's people came on board with a message that he wanted 20 fathoms of cable more, to replace the oakum: surprised at this declaration, I sent my first officer on board, to explain to Captain Portlock that I really had no more junk or old cable in the ship, and that if he persisted in his demand, I must ruin a cable to comply with it, and that I thought what he had already received was a full equivalent. Soon after I received from Captain Portlock the following letter.

DEAR SIR,

I SHOULD be glad if you would send me the other eight bars of square iron to make up the number we had agreed on; if you have not square iron at hand I must make flat iron do; but I believe you have sufficient of either sort, easily to be got at. One of the twelve bars that I have received, my armourer has used in lengthening your pump-spears, and fitting the boxes; therefore I may say the number received, instead of  
twenty.



services. She remained with us near four months, and appeared to be very contented with her condition. She had informed us that she belonged to a tribe who lived to the Southward, and it was our intention to have coasted it along the ensuing summer, in quest of furs, and restored her to her own people, had not the distresses which have been already related prevented us from pursuing any design of that nature. With what truth we know not, but she always represented the natives of the Sound, as the most savage of any inhabitants of the Coast, and continually repeated, that it was the fear of our great guns alone, which prevented them from killing and devouring us.

During the intense frost in January and February, we were visited by some intermediate tribes, who lived in the neighbourhood of her people, by whom  
 she

twenty, is only eleven. In consequence of what passed yesterday between us, respecting the junk, I sent my boatswain on board, and expected he would have received about fifteen fathoms; he was offered five or six, which quantity he did not bring on board, as I had told him what I thought he would receive. You must consider the waste there is in picking oakum; besides the employment of my people, whose labour should, had it not been on your account, turned to the advantage of my own ship, in a trading expedition up the Sound; but, as it is, all hands must turn too for some days, and pick oakum, ready for my carpenter to begin caulking the ship immediately on finishing with you; therefore the loss of time I have sustained is of more consequence to my owners than I should suppose even fifty fathoms of junk would be to your's.—Dispatch this boat as quick as you can, and *the third man* is getting himself ready for you.—I hope you are well this morning, &c.

I am, dear Sir,

Your's sincerely,

N. PORTLOCK.

I then sent the cable, which contained twenty times the quantity I had received from him.

Captain Portlock also desired me to lend him six stands of arms, some brass musketoons, and the anvil, until we met in China, which I immediately sent on board.

However, day after day he deferred sending the man, boy, or porter, or, indeed, fulfilling the remainder of his agreement;—and thus matters rested till we were ready for sea:—I then requested Mr. Hollings to go on board, and endeavour to make Captain Portlock comply with his agreement, and save his honour; when, to my utter astonishment, Mr. Hollings returned with the following answer:—“that he would spare me 20 dozen of porter, and 10 gallons of gin, for a new European 13 inch cable; (which cost in Bengal near 200*l*.) that he could not spare the man, but “would give me an old 9 inch hawser, of 80 fathoms.” I naturally rejected this offer with indignation, the articles being by no means of equal value, and as he refused to fulfil his part of the agreement between us. I told him, however, in the presence of Mr. Hollings, that if he was in distress for a cable, I would spare him one, at the rate that the owners bought it, but on no other terms, as I had no orders to eat or drink away the property of the ship.

I then

she sent invitations to them to come to us ; to which we added presents of beads as an encouragement to receive a visit from them ; and within a few days of the time, when she mentioned her expectation of their arrival, some of them came in three single canoes, and brought a small quantity of skins. She earnestly requested permission to depart with them, but as we expected to derive some advantage from her information in the summer, her desire was not granted. While, however, our people were gone down to breakfast, she contrived to get to the canoes, and we saw her no more. At the time the girl left us, the scurvy was not arrived to the cruel height which it afterwards attained.—Nevertheless she made us sensible that the same disorder prevailed in her nation, and that whenever the symptoms appeared, they removed to the Southward where the climate was more genial, and where plenty of fish was to be obtained, which never failed to prove the means of their recovery.

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I then observed to him, that if he had no regard to his honour, yet it would appear but common humanity to spare us such articles as would tend to keep this destructive disorder under, until we should arrive at the Sandwich Islands. I represented, that it was against his own and owners interest to keep an article of this kind for the China market, when he had had an offer of the highest price ever given at Canton for articles of the like nature.

On no other terms could I procure the porter, and other little articles, but, as I have mentioned before, for the new cable, which I rejected ; and in consequence of my refusal to comply with his exorbitant and dishonourable demands, Captain Portlock refused the two men and the boy, withdrew his carpenter, and in other private points was guilty of the most improper conduct. When he recalled his carpenter, this fellow declared to Captain Portlock, that our ship was not in a state of safety ; her seams being open every where, and the pumps not finished. For what he had done, (*viz.*) caulking two seams fore and aft, Captain Portlock permitted him to charge sixty dollars, which I refused, and agreed with him for forty dollars, or ten pounds, which was paid him by Mr. Cox at Canton. Captain Portlock received the money.

On the 18th of June, I received another letter as follows.

KING GEORGE, PORT ETCHES, NEAR CAPE HINCHINBROKE,  
PRINCE WILLIAM'S SOUND, *June 18, 1787.*

CAPTAIN MEARES,

I HAVE had very recent, good reason to think that, after you have quitted this Sound, you mean to put into some ports on the coast of America, to carry on a trading scheme ; now, Sir, you will recollect, that, in your representation to me of your distressed situation, the navigating your vessel from this to the Sandwich Islands, and from thence to China, in safety, was what you gave me to understand as your only wish.

If this is really your intention, as a man of honour you cannot refuse giving me a security that you will leave the coast immediately on your quitting this Sound, and pursuing that route.—In consequence of your letter I have granted you

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The natives of the Sound, of either sex, keep their hair rather short;—but of the same length before as behind: indeed their faces are generally so covered with it, that they are obliged to be continually separating it, in order to see before them.—The men have universally a slit in their under lip, between the projecting part of the lip and the chin, which is cut parallel with their mouths, and has the appearance of another mouth. The boys have two, three, or four holes, where the slit is in the men, which is perhaps the distinctive mark of manhood. The women have the same apertures as the boys, with pieces of shell fixed in them resembling teeth.

Both sexes have the septum of the nose perforated, in which they generally wear a large quill or a piece of the bark of a tree. Their beards which, however, are common but in persons advanced in years, are on the upper lip, and

two of the best men from the King George, but you may be well assured it was not to enable you to trade along the coast.

Mr. Cresselman has the paper with him, which you cannot refuse to sign, provided you mean to proceed as you declared you intended to do.

I am, Sir,

Your obedient, humble Servant,

NATH<sup>L</sup>. PORTLOCK.

You will please to be speedy in your determination, that I may, in case you do not chuse to comply, in giving me the security I have asked, return you the articles I have received, and take my people on board again.

I need not comment on this transaction. I was obliged to submit; and I accordingly signed the Bond, of which I here give an exact copy:—

COPY OF THE BOND.

SHIP KING GEORGE, PORT ETCHES,

June 18th, 1787.

BE IT KNOWN UNTO ALL MEN, That the under-written mutual Agreement and Obligation was this day entered into and agreed upon between A. Portlock, commander of the King George, from England, on the one part, and John Meares, commander of the snow Nootka, from Bengal, on the other part, under the pains and forfeitures as under-mentioned:—

Whereas the above-mentioned John Meares, in wintering on the New Coast of America, unfortunately lost the greatest part of his ship's company, and was reduced to the greatest distress, not being able to navigate his vessel to China. In consequence of the distressed situation, as represented by the said John Meares to the said

A. Portlock,

and about the extremity of the chin, which in the winter is generally frosted with icicles.—The younger part of them, as we imagine, pull it out as it appears.—They have high cheek bones, and round flat faces, with small black eyes and jetty hair.—Their aspect is wild and savage, and their ears are full of holes, from which hang pendants of bone or shell. They use a red kind of paint, with which they besmear their necks and faces; but after the death of friends or relations, it is changed into black. Their hair is almost covered with the down of birds. Their cloathing consists of a single frock, made of the sea-otter skin, which hangs down to their knees and leaves their legs bare. The dress they use in their canoes, is made of the guts of the whale, which covers their heads, and the lower part being tied round the hole in which they sit, prevents the water from getting into the canoe, and at the same time keeps them warm and dry. This indeed may be considered as their principal dress, as they pass the far greater part of their time in the canoes.

There

A. Portlock, commanding the King George, the said A. Portlock promised and agreed to assist the said John Meares, by lending him two able seamen to enable him to prosecute his voyage to China, ON CONDITION That the said John Meares shall, on his leaving Prince William's Sound, where he now is, immediately proceed to Canton, and not on any account whatsoever (except drove by necessity or accident) meet with, or continue to trade or barter with the natives of any part of the said coast, &c. for otter-skins, or any other furs, the produce of the said coasts, on pain of forfeiting the sum of 1000*l.* of good and lawful money of Great Britain, to the said A. Portlock, his heirs, executors, and assigns, for the use of the Proprietors of the said ship King George.

In witness whereof we have hereunto subscribed our hands the day and year above-mentioned.

As I had good reason to apprehend further demands from the illiberal and fordid spirit of Captain Portlock, I prepared immediately to put to sea; but, before I could effect my purpose, the same officer who had brought me the bond came on board once more, with a peremptory demand that the two men, whom I had received on my first interview with Captain Portlock, should be returned to the King George. On being informed that Captain Portlock determined to keep the bond, as well as the articles with which I may be said to have very dearly purchased these men, I refused to let them go;—when I was informed, that force would be employed to compel my submission to the demand he brought. My answer to this menace was, That as I had fulfilled every engagement on my part, I should insist on my right to the men; and that if Captain Portlock, whom I described in the most decided and unequivocal terms, should make any attempt on the ship, I was determined to repel force by force.—On this the officer departed; and in about half an hour returned, with a message from his Captain that I might keep the men; but without accompanying it with any apology for his conduct.

When the vessel was under sail, Captain Portlock thought proper to send me a Sandwich Island cap and cloak as a present; which I returned.

Such



There are to be found here all the different kinds of firs which grow on the other side of America.—There is also snake root and ginseng, some of which the natives have always with them as a medicine, though we never could procure any quantity of it.

The woods are thick and spread over about two-thirds of the ascent of the mountains, which terminate in huge masses of naked rock. The black pine, which grows in great plenty, is capable of making excellent spars. We saw also a few black currant bushes when we entered the Sound in September, but no other kind of fruit or any species of vegetable. At that time, indeed, the high grounds were covered with snow, and the lowlands were an entire swamp from the streams of melted snow which flowed from above.

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Such was the conduct of Captain Portlock.—To observe upon it would unnecessarily lengthen an article, already too long. Every one is capable of determining upon the tenderness or the cruelty of this man's demeanour to me.—Whether it demands detestation or praise, is left to the judgment of those who read the pages which contain this faithful and unexaggerated account of it.

*The Letters of Captain Portlock to me are copied from the originals in my possession; and, having inserted them, it may be expected that I should publish those which I wrote to him;---they are therefore added.*

( No. I. )

To CAPT. N. PORTLOCK,

*Commanding the KING GEORGE.*

SIR,

I MAKE no doubt, but that you will be surprised on the perusal of a letter from a brother officer in this distant part of the globe; and as Captain Dixon has been so good as to offer a conveyance of this to you, I could not omit the favourable moment that providentially offers itself.

Some few days ago, the natives informed me of the arrival of two ships in this Sound, which, this evening, we found to be fact, by the arrival of Captain Dixon on board the Nootka.

I had wrote a note a few days ago, which I intrusted to one of the natives, to deliver on board one of the ships, which he promised to do for a certain reward.

Before I proceed further, Sir, it will be necessary to give you some account of ourselves: Captain Dixon will give you a proper account of the size of the ship, and so forth.

I sailed from Bengal, in company with the Sea Otter, of 150 tons, my consort, commanded also by a lieutenant of the navy, whose name is Tipping, in the month of March 1786; the Government of Bengal being chiefly concerned in the

The only animals we saw were bears, foxes, martins, mountain-sheep, and the ermine.—Of the latter we only killed two pair, which were of a different species.

Of geese there were a great quantity in the season, with various other fowls of the aquatic species; but except the crow and the eagle we saw no birds that were the natives of the woods.

The article which the natives esteem most is iron, and they would prefer such pieces, as approached, in any degree, to the form of a spear.—Green glass beads are also much sought after, and at times those which were red and blue.—They were very fond of our woollen jackets, or any of the old cloaths belonging to the seamen.

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the expedition. The Sea Otter returned to China in September, with the cargo of furs procured on the coast: I determined to winter; and accordingly chose the harbour where Captain Dixon found us.

My complement of men and officers were, four mates, gunner, purser, surgeon, boatwain, carpenter, forty men and boys, with a crew strong, able, and healthy. I thought myself safe and secure; but the calamities which we have suffered during a long, severe winter, destitute of all fresh provisions, will, I am sure, fill you with tender concern. To such a height did it arrive, that it was often the case, that myself and officers had alone to bury the dead, which we effected with infinite difficulty, from the rigid and impenetrable frosts.

We arrived here the 25th of September, and were completely froze in by the 1st of November. About Christmas the scurvy made its appearance amongst us, and raged with such fury, that it swept off the third and 4th officers, surgeon, boatwain, carpenter, cooper, and the greatest part of the crew. In short, no one on board was exempt from it, either more or less; and it is but three weeks ago, that what few were left have been able to creep about. Such has been our distressed situation:—at present we have, independant of the officers, but five men before the mast capable of doing duty, and four sick, which compose the whole of our remaining numbers.

I have given you, Sir, but a short recital of our misfortunes; and shall hope, if it is in your power, that you will afford us some relief.

I should myself have accompanied Captain Dixon, had I a boat afloat that could swim; the only one I have is a long-boat, which we are now endeavouring to repair, and she is on shore.

As I have particularly mentioned to Captain Dixon wherein you may be able to assist me; in addition I can only say, that any favour will indeed be gratefully received.

I shall beg leave to mention, that could you possibly spare the men, I should agree to any terms in their favour, and faithfully return them on the ship's arrival at Canton.

I beg your acceptance of a few bags of rice, being indeed the only thing I have to present you with.

I am, Sir,

Your most obedient humble Servant,

11th of May, 1787.

J. MEARES.

No.



They live entirely upon fish, but of all others, they prefer the whale; and as the oil is with them the most delicate part of the fish, they naturally esteem those most which possess an oily quality.—They seldom dress their fish, but when they do, the fire is kindled by friction with some of the driest pine wood, and they have a kind of baskets made of a substance which holds water, into which a quantity of heated stones is put to make it boil; but it is not often that their food undergoes this unnecessary and troublesome operation. In the coldest period of the winter we never saw them employ their kitchen, which might, perhaps, arise from local circumstances, that increased the difficulty attending their culinary exertions.

They are certainly a very savage race of people, and possess an uncommon degree of insensibility to corporal pain.—Of this we had a very singular proof on the following occasion:—In the course of the winter, among other rubbish, several broken glass bottles had been thrown out of the ship, and one of

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( N<sup>o</sup>. II. )

ON BOARD THE KING GEORGE, PORT ETCHES,  
PRINCE WILLIAM'S SOUND, *May 16th, 1787.*

To CAPTAIN PORTLOCK and DIXON.

GENTLEMEN,

IN my letter of the 11th of this month, I represented to you the very distressed and deplorable state of my ship, which you are perfectly sensible is really the case, and have most kindly offered me such assistance as is in your power, respecting men to assist me in navigating the ship to China.

I must again beg leave to represent to you, that such is my situation, that, without the assistance of men, it will be nearly an impossible thing for me even to quit this Sound, much less to navigate the ship to China; such is the debility of my crew.

If therefore, Gentlemen, you will take this into consideration, and permit me to have a seamen or two from each of your ships, it may be the means of saving the lives of the wretched remains of my crew, by enabling me to conduct, with such assistance, the Nootka to Canton, where on your arrival, should Providence so order it as to send us there also, I will faithfully deliver them back to their respective ships; and do engage, on the part of the Proprietors, to stand to any damage that may ensue to you for giving us such timely and necessary assistance.

I do also engage, should not your ships arrive at Canton, to send those men to England, should they desire to go.

I am, Gentlemen,

Your most obedient,

J. MEARES,

*Commander of the Snow Nootka.*

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the natives who was searching among them to see what he could find, cut his foot in a very severe manner: on seeing it bleed, we pointed out what had caused the wound, and applied a dressing to it, which we made him understand was the remedy we ourselves employed on similar occasions: but he and his companions instantly turned the whole into ridicule; and, at the same time, taking some of the glass, they scarified their legs and arms in a most extraordinary manner, informing us that nothing of that kind could ever hurt them.

Such is the character and manners of the people in whose territory we passed such a deplorable season; it was therefore with infinite joy we took our leave of the Cove on the 21st of June, and the following evening we got out to sea. Our crew now consisted only of twenty-four people, including myself and officers, with the two sailors we got from the King George, having, alas! buried twenty-three men in this inhospitable Sound. Those which remained, however, were all in  
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( N<sup>o</sup>. III. )

To CAPT. PORTLOCK,

*Commanding the KING GEORGE, PORT ETCHES.*

DEAR SIR,

I WAS this morning favoured, and agreeably surprized by the arrival of your boats, and the receipt of your friendly letter.

The ice is completely dissolved, and the weather has been extremely fine, which has enabled us to put forward our preparations for sea; to bring which to a final conclusion you may justly suppose our utmost efforts have been made.

I arrived safe at my ship the morning after I left you; and, as I had brought the strength of my crew with me, so in my absence nothing could be done to put her in forwardness.

Our chief employment since has been to entirely clear our main and after holds, and completely stow them for sea, with the view of leaving the coast; and in consequence of which all the beads and unwrought iron have been stowed in the ground tier.

But, my dear Sir, so far are we from being ready, that our utmost efforts have been able only to accomplish this; and I do suppose it will be ten days at least before we shall be ready to put to sea; for we have now the fore-hold to clear of many casks, more ballast to take in, and we have already received between twenty and thirty tons; our casks are to repair without having a cooper, and we have to complete our water, cut a large quantity of wood, and repair the sails, which are much eaten by rats; and finally to complete the rigging for sea; to perform this, we have, I think, your two men, and eight capable of doing duty; nor am I myself, or any of my officers idle, being employed in endeavouring to repair a miserable shattered cutter, and in performing various other necessary avocations.—This being a true state of our situation, you will from thence judge whether it will **not** require even a little exertion to be ready in ten days.

We have a little patch of ground which is clear of snow; to this spot we send our invalids, who are employed in boiling decoction and oil, for present use and sea-store, they recover but slowly, though I perceive that the returning spring hath been the chief instrument.

I observe



great spirits, though some of them had not yet sufficiently recovered to go aloft. As soon as we got clear of the land, the wind hung much to the Southward, and brought a thick fog along with it. As this weather was very unfavourable to people in our state, it was thought advisable to keep near the coast.

We had now been at sea ten days, and had got no further to the Southward than  $57^{\circ}$ . Our people also from being wet on deck, began to complain of pains in their legs which swelled so much, that several of them were obliged to keep their beds.—It was determined, therefore, to stand in for land which was not above forty leagues distant. We accordingly made a very high peak of a singular form, as the inhabitants in its neighbourhood were of singular manners and appearance.

When we got pretty well in with the shore, a considerable number of canoes came off to us, which were of a very different construction from those in the Sound.

I observe what you say relative to the arrangements which you have made for the purpose of trade; in it I wish you every success, and I beg leave to express my hopes that I shall meet you at the close of the season at Canton.

You may be assured that it gave me singular pleasure when I perused that part of your letter wherein you request that I will supply you with the articles of trade you mention, which I will most assuredly comply with the moment I join you, which I mean purposely to do, to supply every want you may have, and that is in my power to grant.

The beads and iron, as I have mentioned, being stowed in the ground tier, cannot be got at until I arrive with you, when you will lend me the necessary assistance to come at them; I have scarcely sufficient at hand to serve the purposes of keeping the ship supplied with the necessary refreshments which the natives bring at times to us.

The other articles I have put in the boats, they being at hand.

As I hope shortly to see you, I will only beg leave to add, that I am, with esteem,

Your's, very sincerely,

Nootka, *Sutherland-Cove, Prince William's Sound,*  
May 22, 1787.

J. MEARES.

(N<sup>o</sup>. IV.)

CAPTAIN PORTLOCK,

I HAVE just received your letter with the bond or paper, from your mate.

I return you the paper, which is signed, but beg leave to remind you that I think you have used me extremely ill throughout the whole of this business, in retracting from your word, relative to the three men which I was to have had; one of my best men is unable to do his duty; nor do I suppose he will be able during the voyage: this, you must be sensible, renders it more necessary for you to act with that humanity becoming a British subject.

I am, Sir,

Your obedient Servant,

J. MEARES.

June 18, 1787.

To

Sound. They were made from a solid tree, and many of them appeared to be from fifty to seventy feet in length, but very narrow, being no broader than the tree itself.—But of all the beings we ever saw in human shape, the women were the most strange and hideous.—They have all a cut in their under-lip, similar to the men of Prince William's Sound, but much larger, it being a full inch further in the cheek on either side.—In this aperture they have a piece of wood of at least seven inches in circumference, of an oval shape, of about half an inch thick, which has a groove round the edges, that keeps it steady in the orifice. This unaccountable contrivance distends the lips from the teeth, and gives the countenance the most disgusting appearance which we believe the human face to be capable of receiving.—These people appeared not unacquainted with the natives of the Sound, when we described them as having double mouths: indeed their languages seemed to have affinity to each other, but these people appeared to form a much more numerous tribe.—They had never been before seen by any navigator, and had not a favourable wind sprung up in the night, we intended to have passed a few days among them.—The latitude of this part of the coast is in  $56^{\circ} 38'$  North, and the longitude  $223^{\circ} 0' 25''$  East of Greenwich.

A North-

To HENRY COX, Esq. *Canton.*

SIR,

AT sight, please to pay Mr. ROBERT HORNE, carpenter of the *King George*, the sum of forty dollars, for work done on board the *Nootka*; which place to the account of, Sir,

Your most obedient, humble Servant

SNOW NOOTKA, *Port Etches, Prince William's Sound,*

J. MEARES.

June 18th, 1787.

( N<sup>o</sup>. V. )

SIR,

Mr. Crisflemann has delivered to me some articles of the Sandwich Islands, as a present from you: As I am going there in person I trust to be able to procure such matters as I may want of that nature; nevertheless I am much obliged to you, but beg leave to decline accepting any mark of your attention.

June 18, 1787.

I am, Sir,

Your obedient Servant,

To CAPTAIN PORTLOCK.

J. MEARES.

Before I conclude this note I shall remark on the declaration of Captain Dixon, in the account of his voyage, "that the disorder which so severely afflicted my crew, arose from their uncontrolled application to spirituous liquors." In the first place, the assertion is not founded in fact; and, secondly, Captain Dixon's crew and himself being visited by a similar affliction, I have an equal right to retaliate the same accusation upon him.



A Northerly wind now sprung up, and brought clear weather along with it, which continued till we made the island of Owhyhee. Our passage from the continent was fortunately very short, but if we had not been blessed with a continuance of fine and favourable weather, the state of the ship was such as to make it a matter of doubt whether we should have reached the Sandwich Islands. Still, however, the horrid disorder beneath which the crew had so long laboured, continued to accompany us, and one man died before we gained the salubrious clime, whose zephyrs may be said to have borne health on their wings; for in ten days after we arrived at the islands, every complaint had disappeared from among us.

We remained here a month, during which time the islanders appeared to have no other pleasure but what arose from shewing kindness and exercising hospitality to us.—They received us with joy—and they saw us depart with tears. Among the numbers who pressed forward, with inexpressible eagerness, to accompany us to *Britannia*,—Tianna, a chief of Atooi, and the brother of the sovereign of that island was alone received to embark with us, amid the envy of all his countrymen. Of this amiable man, I shall add nothing in this place, as he will be rather a conspicuous, and I am disposed to believe, an interesting character in the succeeding pages of this volume.

On the 2d of September, we left the Sandwich Islands, leaving behind us, as we have every reason to believe, the most favourable impressions of our conduct and character with the inhabitants of them,—and grateful, on our part, for the generous friendship and anxious services we received from them.—After a very favourable voyage, carrying the trade winds through the whole of it, we arrived in the *Tupa*, an harbour near Macao, on the 20th of October 1787.

We had, however, scarcely come to an anchor when the weather began to wear the appearance of an approaching storm, which our shattered vessel was,  
by

by no means, in a state to encounter. We were also very much alarmed on seeing two French frigates, as they appeared, riding at anchor, about a mile from us. The minds of people so long harraßed with hardships, and secluded from all political intelligence, were not in a state to form favourable conjectures, particularly as it was such an uncommon circumstance to see French ships of war in these seas. When, therefore, we saw several boats filled with troops putting off from them, we concluded the worst.—Having no confidence in the protection of a neutral port, we began to look towards a state of captivity as the concluding scene of our misfortunes. These boats, however, passed by us, as we afterwards learned, to board a Spanish merchantman in search of runaway sailors. The French ships proved to be the *Calypso* frigate of 36 guns, and a store ship, commanded by the Count de Kergarieu.—But, as if we were destined to be persecuted by disasters to the last, we had no sooner lost our apprehension of human enemies, than we were assailed by elementary foes; for such was the violent gale which now came on, that the *Calypso* frigate could with difficulty preserve her station with five anchors. The situation of the *Nootka*, therefore, who had only one left, may be better conceived than described. After adding a few more hair-breadth escapes to those from which she had already been providentially delivered, we were obliged to run her ashore, as the only means of preservation. This was, however, happily effected by the active assistance of the Count de Kergarieu, his officers and seamen, of whose generous, and, I may add, indefatigable services, I am happy to make this page a grateful, though imperfect record.

It is with the most painful sensations, that while I express the most grateful astonishment at the preservation of myself, and the remainder of my crew from the imminent dangers and disasters which we encountered, I am to lament the fate of our consort the *Otter Sloop*, Captain Tipping.—No tidings have been received of her after she left Prince William's Sound.—We must conclude therefore that she and her people have perished beneath the waves.









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# O B S E R V A T I O N S

ON THE PROBABLE EXISTENCE

OF A

*NORTH WEST PASSAGE, &c.*

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**T**HE attention of Great Britain, as well as of other commercial countries of Europe, has long been directed to the Coast of America, with the hope of discovering a passage between the Northern Pacific and Atlantic Oceans.—From the beginning of this century to the last voyage of Captain Cook, a general belief prevailed in the existence of such a passage, and various expeditions have been equipped and sent forth, to realize opinions founded on it, or to put an end to it, by determining, if possible, that it was erroneous and without foundation.

It is unnecessary, as it would be impertinent in me to enter at large into the well-known history of the original idea of a North West passage, and the subsequent attempts to discover it, with the various disputes it occasioned.—I shall only observe that Mr. Dobbs, by whose influence and from whose suggestions the parliamentary reward was granted to the discoverers of this important object, closed his life, which was distinguished by an indefatigable attention to it, in a firm belief of its existence, and that the present century would not be completed before the discovery of this passage would give new advantages to the commerce of his country.

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Indeed

Indeed it does not appear that the British nation was, by any means, satisfied or convinced that the voyages which had been performed for the discovery of a North West passage had been decisive.—Though the Eastern side of America had been explored at large, yet the numerous Sounds, Bays, and Inlets remaining to be examined, were sufficient to justify a continuance of conjecture, and to re-excite the enterprising spirit of subsequent adventurers.

The beneficial consequences that would arise from the discovery of a North West passage are self-evident; for although India is, in a manner, brought so much nearer to Europe by the modern improvements in shipping and navigation, yet to shorten the present circuitous course, is an object of the first commercial importance.—It was indeed for this purpose that the voyage of Captain Cook was undertaken by the command of his Majesty, to discover, if possible, a passage between the two oceans; and to begin his research on the Coast of New Albion.

The voyages which had been made in preceding periods to Hudson's and Baffin's Bays, with the same view, though unsuccessful, as to the main object, served rather to confirm the existence of it; and Mr. Dobbs, who had made it a principal object of his ambition and his life, was continually making converts to his favourite system. It was in consequence of his solicitations that Middleton was sent out; yet the question did not seem to have received any elucidation from his voyage.—His proceedings were said to be kept secret, or his account garbled; and the Hudson's Bay company incurred a considerable degree of odium, which increased in proportion as the existence of a North West passage continued to grow on the popular belief and expectation.

Subsequent voyages were made without producing any certainty as to the great object of them; and the opinions of the public were either in a state of hesitation or division concerning it, when the naval minister of the period dispatched Young and Pickersgill successively to Baffin's Bay, and Cook to the Western side of America, to determine the question, if possible, for ever.—How far this  
important



important matter is determined by Captain Cook's voyage, the account of it, universally read and known, will discover.—Those of Young and Pickersgill have never been published; but we are informed, on the respectable authority of the Preface to the Voyages of Captain Cook, that they failed entirely of the end proposed.—Baffin's Bay, therefore, which is yet unexplored, may be thought to afford some hopes of this most desirable communication.

In the voyage of Captain Cook it is seen, that after performing the lesser objects of it, he arrives on the coast of New Albion, and instead of beginning his researches in the latitude of  $65^{\circ}$  North, according to the language of his instructions, he commences his survey in a much lower latitude, until he arrives in King George's Sound, successively in Prince William's Sound, and the river which is since honoured with his name. He then sails to the latitude pointed out by his orders; and, in the end, finds an insurmountable obstruction in a barrier of ice which is supposed to reach to the North Pole; from which circumstance alone the conclusion is drawn, that there is no passage between the Atlantic and Pacific Oceans.

It cannot, indeed, be too much regretted, that the particular portion of the Coast of America between the latitude of  $56^{\circ}$  and  $50^{\circ}$  North, and  $47^{\circ}$  and  $48^{\circ}$  North, did not admit of more attention than appears to have been bestowed on them. The weather in this important part of the voyage was so unfavourable, that the ships were prevented from approaching the coast; for though the *Felice* and *Iphigenia* did explore these latitudes, yet there is every reason to lament that Captain Cook was himself prevented from such an examination as would have proceeded from him.

When the great Navigator was engaged in exploring these low latitudes, he was, at that moment, in possession of Mr. Hearne's track across the continent of America to the North of  $70^{\circ}$ , which appears to annihilate all hopes of a pas-

passage between Fort Churchill and Copper-mine River. Yet Captain Cook, even contrary to his instructions, thought it expedient to explore those very parts on the Western side; a circumstance which may certainly justify us in supposing, that he did not think the route of Mr. Hearne so very conclusive as it has since been imagined.

A general conclusion has been also drawn, that a passage to the Northward of  $70^{\circ}$  would be of no general utility; and the probability, nay even the existence of a passage South of  $70^{\circ}$  is decided. Nevertheless, the naval minister, in full possession of the Hudson Bay Company's discoveries, thought it right to send both Young and Pickersgill successively into Baffin's Bay, to explore a passage that way; from which arrangement it may be concluded that government, at least, had every reason to believe that a North West passage did exist; and I am by no means convinced by any subsequent voyages or reasonings upon them, that the grounds of former opinions on this subject are materially changed.—On the contrary, the practicability, as well as possibility of a North West Passage still remains, as far as my judgment goes, in all its former state of expectation; but whether to the North or South of Mr. Hearne's track and sea, will be hereafter considered.

It is well-known, that in the disputes which this subject occasioned, at a former period, much acrimony mingled in the discussion; and the Hudson's Bay Company were accused of discouraging the pursuit, and keeping those discoveries which had been made, and might have aided the future adventurer, in mysterious darkness; or, which is much worse, of altering and falsifying such accounts of their people as they were obliged to unfold, relative to the enquiries after a North West passage.—These prejudices are found still to prevail, but, as we believe, without any reason. We, at least, are amongst those who have an entire reliance on the communications of the Hudson's Bay Company; and if we should be found to differ from Mr. Hearne, we trust it will appear that in the arguments which will be brought forward, we are supported by such facts as will justify



justify our offering them to the public, in behalf of an opinion, which, from the authority of able men, and great names, has of late been considered not only as a fanciful theory, but become an unpopular doctrine.

For this purpose we beg leave to produce the voyage of the *Iphigenia*, as related in the body of this work; and it will there be seen that she explored the very tracks of the Coast of America which were not visited by Captain Cook, or other navigators; in which space is found the antient Northern Archipelago, agreeing in position and description with the accounts of the older voyagers.

This ship enters so far to the East, that she passes, by three degrees, the Western boundary of Mr. Hearne's sea in  $72^{\circ}$ , (but placed by Mr. Arrowsmith, in his chart lately published from Mr. Turner's charts and journals, in the latitude of  $68^{\circ} 15'$  North, and longitude of  $228^{\circ}$  East of Greenwich) when a clear and extensive passage is seen without impediments. This Archipelago is found to occupy a space from the latitude of  $51^{\circ}$  North, and longitude of  $231^{\circ} 45'$  East, to the latitude of  $54^{\circ} 30'$  North, and longitude of  $227^{\circ}$  East, the whole of which extensive space was not explored by Captain Cook. But though it may be said that some part of it was examined by the great Navigator, when nothing of this nature was discovered, it must be considered that islands of great extent are situated to the Westward of this Archipelago, and divided from it in some places by a sea as wide as the channel of England, as has been proved by the track of the *Iphigenia*, and that it was the coast of these great Islands which he supposed to be the continent of America, which we are rather disposed to think he never saw; but, under that idea, continued to explore a latitudinal chain of islands, stretching from  $45^{\circ}$  to  $65^{\circ}$  North; nay, perhaps, much further North and South, forming a Western barrier to the real continent of America: For there is a ground for more than common conjecture, that King George's Sound, Cook's River, and the whole coast hitherto seen, are part of a lengthened chain of detached islands.

The channels of this Archipelago were found to be wide and capacious, with near two hundred fathoms depth of water, huge promontories stretching out into the sea; where whales and sea-otters are seen in an incredible abundance.—In some of these channels there are islands of ice, which we may venture to say could never have been formed on the Western side of America, which is a mild and moderate climate; so that their existence cannot be reconciled to any other idea, than that they received their formation in the Eastern Seas, and have been drifted by tides or currents through the passage for whose existence we are contending.

We know not how to account for these large floating masses of ice in any other manner.—The Northern Pacific Ocean is never encumbered with interruptions of this nature, and is navigable in every season of the year; for, though the Nootka was frozen up so many months in Prince William's Sound, it was in a partial manner, and in an harbour whose water, to a certain depth, was freshened by the rivulets and ponds that were emptied into it. Here were evident reasons therefore why the frost should operate with more power there;—but, after all, the ice was not of an extraordinary thickness; and during the whole of the winter, the great Sound was without ice, and even the mouth of the river remained unfrozen. Indeed, had not the crew been wholly debilitated by their disastrous sufferings, the ship would have been cut out of the ice, and put to sea.

In navigating the coast of this part of America from 45 to 63° North, nothing like a congregated body of ice had been seen; and, instead of supposing themselves to be navigating the Northern regions, the navigators might suppose themselves to be ranging beneath a tropical climate.—It would, however, be a satisfactory circumstance, if it were possible to know whether that barrier of ice, seen by Captain Cook in Behring's Strait, continues immovably fixed; for it might be supposed that the Northerly winds, which are there so very prevalent, might, perchance float the separated ice, as in other seas; and it is by no means un-



reasonable to suppose, that in such case, the icy fragments might sometimes float towards Cook's River or Prince William's Sound; but no such thing as a particle of ice has ever been seen from the month of March to October, the times and seasons when the North West Coast of America has been navigated.

A writer of considerable authority in whatever relates to geography and navigation\*, has declared that he has long suspected the North West part of Hudson's Bay to consist of broken islands, and his suspicions on this matter appear to arise from an examination of various maps both printed and manuscript, communicated to him by the company, of the West side of Hudson's Bay.—He represents them, however, to be discordant and indistinct, and treats with merited contempt the folly of pretending in so short a time as has generally been employed to determine with precision on the bays and inlets in such extensive sounds as those of Wager and Chesterfield.—He is of opinion that Hearne's tract is decisive, as far as it goes, *in case the lakes and rivers he passed were fresh water*, which, however, is not absolutely ascertained. But he is still indecisive as to a general question of a North West Passage; and, with all his knowledge of the subject, and ingenuity of investigation, he chuses to leave the matter open for future discussion and enquiry.

In speaking of the Chesterfield inlet, of which he saw four different charts in the possession of the Hudson Bay Company, all of which differed from each other, he observes, that it was navigable for upwards of two hundred geographic miles for vessels of the largest burthen; and, he adds, it might have been expected that many commercial advantages would have ensued from such a discovery: but, continues he, I am given to understand that the Company's servants are extremely averse to any Northern expeditions; and every man conversant in public business must know the difficulty, almost amounting to an impossibility, of constraining men at a distance to execute any thing contrary to their inclinations.

\* Mr. Dalrymple.

It appears, as has been just hinted, to be the opinion of this gentleman, that, according to Mr. Hearne's information, there can be no sea communication from Hudson's Bay to the Pacific Ocean under  $72^{\circ}$  of North latitude, which is that of the sea seen by Mr. Hearne, the exact latitude of which, however, is not determined, though Mr. Hearne thinks he cannot have erred above  $20'$ . On the contrary, the map of the Canadian traders makes this identical polar sea to be in the latitude of  $68^{\circ} 15'$  North; which is less than Mr. Hearne's observation at Conge-ca-tha-wha-chaga, viz.  $68^{\circ} 46'$  North, if that is an observation of reliance.

If the communications which have been made from the respectable authority of the Canadian Merchants, some of whom were fully adequate to this business, are thought deserving of credit, there must either be two situations where the Polar sea has been seen, in the varying latitudes of  $68^{\circ} 15'$  North, and  $72^{\circ}$  North, or the matter must rest in doubt between Mr. Hearne's observations and those of the Canadian merchants: we will, however, suppose, for a moment, that the latitude of the Polar sea, as marked by the latter, is correct, it then becomes by no means improbable that Cook's River may have some communication with this sea, in  $68^{\circ} 15'$ , as the distance from the highest latitude at which navigators have arrived in that river is  $61^{\circ} 30'$ , and longitude  $210^{\circ}$ , and the latitude and longitude of the sea seen by the Canadians,  $68^{\circ} 15'$  North, and  $228^{\circ}$  East; the distance being no more than 620 geographic miles. If, therefore, we credit the Canadian accounts, which bear the character of accuracy, and thereby fix the sea seen by Mr. Hearne in the latitude of  $68^{\circ} 15'$ , and longitude  $228^{\circ}$  East, it would at once suggest a more than possible communication between Cook's River and the Southernmost part of Baffin's Bay, or the Northernmost part of Hudson's Bay into the Atlantic Ocean. For it should be remembered, that in the highest known latitude of Cook's River, no impediment was observed to the further progress of ships, either from rocks, shoals, or a want of a due depth of water; the channel, on the contrary, appearing capacious and extensive, and abounding with whales.

There



There are, according to the most correct information, several curious charts or maps in the possession of the Hudson's Bay Company, drawn by different persons, and some even sketched by Indians, of the interior parts of the country, towards the North West, and the lands that bind the Northern Pacific Ocean.— On the face of these charts, particularly on one described by two Indians, appear several rivers and inlets, unknown to Europeans, which communicate with the Arathapescow lake, and from this lake the river Kiscachewan runs North West into the Pacific Ocean, communicating, perhaps, with Cook's River, the Northern Archipelago, or what we shall call the Straits of John de Fuca.— These charts bear a great resemblance to those made by the Canadian traders, which renders them extremely interesting.

The Indian maps imply that Hudson's Bay communicates with the Polar Sea, which countenances the opinion of a passage by Repulse Bay, which itself has not been perfectly examined; and this seems, as it is observed by the same authority, to be confirmed by an anonymous manuscript belonging to the Company; but it expresses the water to be shallow where Captain Middleton went. The failure of this voyage, however, is well known to have excited great clamours and discontents, which, in many instances, struck at the fidelity of the relation.

Whatever may have been the justice of former complaints concerning the mysterious concealments of the Hudson's Bay Company, no charge of this nature can be imputed to the gentlemen who now compose that respectable corporation. Among other proofs of their liberal conduct and disposition, their present plan of making surveys, and prosecuting discoveries in Hudson's Bay, &c. deserves to be distinguished.

Mr. Duncan, a master in the Royal Navy, failed in the last Hudson's Bay ship to their settlement, for the express purpose of exploring and surveying not

only Hudson's Bay, but Baffin's Bay; he will therefore be employed this year, on his arrival at the Company's factories, to perform in small vessels this useful and necessary service.—We understand that the Company have engaged him, upon the most liberal terms, for two years; and it is therefore to be expected that, during the summer of this year, he will have made a very considerable progress.—Mr. Duncan, as the reader will recollect, has already been mentioned with due praise, for his active and persevering spirit during the time he commanded the small vessel called the *Princess Royal*; and we should feel an added satisfaction on this subject, if it were to be his peculiar good fortune to succeed where a Middleton and so many others have failed, and to make a discovery of so much importance to the commerce of Great Britain.

The observation naturally occurs, that the Hudson's Bay Company, in the employment of Mr. Duncan in this track of discovery, appear to be, by no means, without their expectation of succeeding at last in discovering a communication between Hudson's or Baffin's Bay, and the Northern Pacific Ocean.

The voyage of the *Felice* is only an additional support.—She enters the Straits of John de Fuca between the latitudes of  $48^{\circ} 30'$  North, and the longitude of  $235^{\circ}$  East; and latitude  $47^{\circ} 30'$  and longitude  $235^{\circ} 30'$  East; and finds them fifteen leagues in breadth; very capacious, with a depth of 150 fathoms water, where whales and sea-otters were seen in great abundance.—If the ancient accounts of these places are referred to, there is found to be such an agreement between them and our own as to border on conviction.—When this sea or strait is entered, a clear, uninterrupted horizon to the East, presents itself to view in the longitude of  $236^{\circ} 30'$  East from Greenwich, which is no more than 460 leagues from Hudson Bay, and occupies a situation to the Eastward of Mr. Hearne's sea, agreeable to the observations before mentioned. If it should be asked why these straits were not penetrated, or at least some attempt made to penetrate them,

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the answer is at hand,—the destruction of our commercial enterprize by the ships of his Catholic Majesty.

The several voyages which have been made to the North West Coast of America, previous to those of the *Felice* and *Iphigenia*, have each thrown new lights, and made additional discoveries in that part of the globe.

No sooner was the valuable commerce that was to be procured in King George's Sound made known to the world, than the active spirit of adventure arose; and, strange as it may appear, four different expeditions started in the year 1786, from different parts of the globe, to engage in this commerce, without any knowledge of each other's designs, or of course suspecting any kind of competition, until they arrived on the Coast of America, when, as it may be supposed, any discouraging circumstance would come too late to make the adventurers shrink from the enterprize.

Previous, however, to every other expedition, a vessel was equipped in China in the year 1785, by gentlemen of the first mercantile abilities and reputation. The command of her was entrusted to Captain James Hanna, who set sail in her to seek the distant continent of America, to explore its coasts, and to open such an intercourse with the inhabitants as might tend to a future commercial establishment with them. The size of the vessel, which was under 70 tons, her equipment, which scarcely amounted to thirty persons, and every circumstance belonging to her, served to impress the minds of all concerned in the business with an high idea of the spirit of the man who had undertaken to conduct his little band of Argonauts in an almost untried course, and where dangers were not to be avoided, or prepared for by the communicated experience of preceding adventurers.

Captain Hanna, on leaving China, pursued his course in the vicinity of Japan, passing through the Laqueo Islands, and encountering fogs, vapours, and storms,

till he arrived in King George's Sound,—the second European after Captain Cook had left it. The natives, presuming upon the inferior size of the vessel, and the confined number of the crew, made a desperate attack upon her, which was repulsed by the superior bravery and good conduct of their new visitors.

These hostilities, however, soon ended in commercial friendship; and a quantity of sea-otter skins was obtained from them. Captain Hanna departed from these people on the most friendly terms, and proceeded to the Northward, where he discovered several sounds, islands, and harbours, which he named Fitzhugh's Sound, Lance's Islands, and some particular parts which he named after Henry Lane, Esq; but particularly an harbour which he called Sea Otter's Harbour.

The journal of Captain Hanna was, as might be expected, very curious. He was so kind as to submit the examination of them to us; and they appeared, in our judgment, to confirm the discoveries said to be made by De Fonte, and which may now be said to be actually realised by the knowledge we have of the Great Northern Archipelago. Captain Hanna, we find, enters this Sound, as he esteemed it; whereas it is now known to be a part of the Northern Archipelago; but bad weather and an heavy sea obliged him to use his utmost expedition in getting out of it.

In this voyage we see the extent of his discoveries; for his second voyage to the North West Coast of America, in 1786, did not lead to any thing further than what related to mere commercial adventure; and, before he could engage in a third, this active and able seaman was called to take that voyage from whence there is no return.

It was in 1786, that different bands of trading adventurers started up, as it were, both in India and England, to prosecute this commerce.—From India, the equipments took place at Bengal and Bombay, under the patronage of the respective governments of those places. From the former failed the  
Nootka



Nootka and the Sea Otter,—from the latter, the Captain Cook and the Experiment. At the same period, another equipment took place, for the same purpose, in China; and the Sea Otter failed from thence, and was joined by the Lark, which was fitted out with that intention for the coast of America.

About the same time certain merchants in England, and, in particular, the Messrs. Etches of London, engaged in a similar adventure. Having obtained a license from the South Sea Company to carry on this trade exclusively, with regard to England, for the term of five years; and having been favoured with a permission from the East India Company to lade teas home from China, these gentlemen equipped the ships King George and Queen Charlotte in a very superior manner, and gave the command of them to Lieutenant Portlock of the royal navy, and who had already been frequently employed by them as master of a trading vessel in their service. These ships left England in the month of September, 1785, near seven months before any of the equipments set sail from the different parts of India.

The Captain Cook and the Experiment, commanded by the Captains Lowrie and Guise, and under the superintendence of Mr. Strange, one of the Company's servants, failed at the close of the year 1785, or early in the year 1786: they were equipped in the best possible manner by the public spirit of David Scott, Esquire, of Bombay, who was the principal owner of them. Their commanders were men of abilities, and the inferior officers in every point of suitable character: so that considerable expectations were formed from such an equipment.

After remaining some time at Nootka Sound, they explored other parts of the coast, and arrived in Snug-corner Cove, in Prince William's Sound. In this progress they indisputably discovered that land to which Mr. Dixon gave the name of Charlotte's Isles, which he did merely from conjectural opinion, as they were never proved to be such till Captain Douglas, in the Iphigenia, failed  
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through the channel which separates them from what was then supposed to be the American Continent. Mr. Strange also first found the bay called Friendly Cove, which received its present name from that gentleman.

The King George and Queen Charlotte,—though they possessed the advantage of being fitted out at the port of London, were appointed with numerous crews and officers of every denomination, as well as with an arrangement of stores, &c. sufficient to command every advantage of trade, and also to make settlements, form factories, which they were authorized to do, and build vessels,—their voyage was tedious and dilatory; and their success, both with respect to commerce or discovery, by no means adequate to their superior equipment.

After these ships had separated, the Queen Charlotte proceeded to the Southward of Prince William's Sound; and continuing her course to that part of the coast, named by Captain Cook Behring's Bay, she entered a port which then received the name of Port Mulgrave. Captain Dixon then proceeds to the Cape Edgecumbe of Cook, and from thence traces the coast till he arrived in a port which was honoured with the appellation of Port Banks; and finally discovered the Northern part of those islands whose Southern extremity was first discovered, as has been already mentioned, by the Captains Lowrie and Guise. The ship then takes her course down the Western side of these islands; and, rounding the Southern extremity of them, proceeds partly between them, and what was, at that time, supposed to be the continent of America; but apprehensive of being entangled among these islands, she quitted them at once, and proceeded on her voyage to China.

The King George remained a considerable time in Prince William's Sound; from whence she dispatched her long-boat, at two different times, to Cook's River, which made a survey of some part of the coast between Prince William's Sound, that bore a considerable share in the general outline. She then left that Sound; and, after casually exploring the coast, and discovering an harbour



or two, one of which was named Portlock Harbour, she took her course also to China; and both ships returned to Europe.

The Imperial Eagle, Captain Barclay, we believe, sailed from Europe the beginning of the year 1787; and not only arrived at Nootka Sound in August, but explored that part of the coast from Nootka to Wicananish, and so on to a Sound to which he gave his own name. The boat's crew, however, was dispatched, and discovered the extraordinary straits of John de Fuca, and also the coast as far as Queenhythe;—when, after the fatal catastrophe which happened to some of them, this ship quitted the coast, and proceeded to China; having performed the whole of the voyage in twelve months, which employed the King George and Queen Charlotte upwards of two years. The Nootka made no other discovery but that of distress and misfortune.

The year 1788 was productive of connecting, in some measure, the detached and separate discoveries of the ships already mentioned. There were then on the coast the ships Prince of Wales and Princess Royal, the Felice, the Iphigenia, Columbia, and Washington; who each contributed her share towards completing the charts of the North Western part of the world which are attached to this volume.

The Princess Royal, Captain Duncan, in particular, enters the channel that separates the Charlotte Isles from the supposed continent, and proceeds exploring both sides; discovering numerous harbours, sounds, and inlets, which completely ascertains the Northern Archipelago. He occupies almost a whole summer in this station; and yet, strange as it may appear, quits the coast of America without knowing that Captain Douglas had already taken the same course:—yet has Captain Duncan, as might be expected from him, added many valuable remarks to the geography of this part of the world.

The Prince of Wales has added also considerably to the geographical description of America. We have only to lament the loss of her commander to the country,

country,—as he is now a prisoner with the Spaniards, and still supposed to be in that state of deranged intellects which immediately succeeded the treatment he received from the commander of the Spanish ships. The part the *Iphigenia* and *Felice* bore in connecting these detached surveys, are recited at large in the pages of this volume.

The *Washington* entered the Straits of John de Fuca, the knowledge of which she had received from us; and, penetrating up them, entered into an extensive sea, where she steered to the Northward and Eastward, and had communication with the various tribes who inhabit the shores of the numerous islands that are situated at the back of Nootka Sound, and speak, with some little variation, the language of the Nootkan people. The track of this vessel is marked on the map, and is of great moment, as it now completely ascertains that Nootka Sound, and the parts adjacent, are islands, and comprehended within the Great Northern Archipelago. The sea also, which is seen to the East, is of great extent; and it is from this stationary point, and the most Westerly parts of Hudson's Bay, that we form an estimate of the distance between them.

The most Easterly direction of the *Washington's* course is to the longitude of  $237^{\circ}$  East of Greenwich. It is probable, however, that the master of that vessel did not make any astronomical observations to give a just data of that station; but as we have those made by Captain Cook at Nootka Sound, we may be able to form a conjecture somewhat approaching the truth, concerning the distance between Nootka and the Easternmost station of the *Washington* in the Northern Archipelago; and, consequently, this station may be presumed to be in the longitude, or thereabouts, of  $237^{\circ}$  East of Greenwich. The ascertained longitude of Fort Churchill is  $94^{\circ} 12' 30''$ , West of Greenwich; and, of course, the distance between the *Washington's* most Easterly station is 1020 geographic miles; and, by the same calculation, from Hudson's House 660 geographic miles; and in the direction of East by North: but whether  
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the intermediate part between these fixed points be sea, river, or land, is a question that must be left to the result of future discovery.

Thus has been unveiled the whole of the American coast, particularly those parts between the latitudes of  $50^{\circ}$  and  $55^{\circ}$  North, and  $47^{\circ}$  and  $48^{\circ}$  North; and surely this survey gives room for something more than conjecture on the subject. It will teach us also to pay some attention to the account of former navigators; since those relations of some of them which have not only been suspected, but absolutely determined to be errors or fictions, now turn out to be real discoveries.

These particulars are faithfully extracted from nautical journals, and may be considered as interesting also, as they relate to the American commerce. It will, indeed, be for the honour of this country to bring these researches to a conclusion; for though it has been a received opinion that it would be in vain to look for a passage in Hudson's Bay to the Southward of  $67^{\circ}$  latitude; and when we find held out to our view how much more Northerly ships must hold their course, at least some part of their voyage, before they can pass from one side of America to the other, yet may not the sea seen by Mr. Hearne be that very highest point?—May not the Northern Archipelago, the Straits of John de Fuca, and Cook's River, all stretching to the North East—some of them being more Eastward than this sea—may not these be the very passages?—Is it not possible that this very sea, seen by Mr. Hearne to push boldly into Hudson's Bay, or the Southernmost part of Baffin's Bay, be some inlet or passage to the Northward of  $67^{\circ}$ ?

.If the corroborating proofs of former writers are brought forward,—if the having a knowledge that from the Copper-Mine River the Indians of Prince William's Sound and the Northern Archipelago procure their copper;—if from the Indians themselves we are informed that great waters, free from ice, stretch themselves to the Northward;—if these particulars can be supposed to have any weight, how much will it be increased when it is known that ships have reached

between 61 and 62 degrees of latitude in Cook's River, where a navigable strait, of considerable extent, appeared to their view, free from ice or impediments of any kind; and where the rise and fall of the tide was so great, that there must be other extensive channels for the reception of the waters, which can only be to the East.

In no part of the year is ice found in Cook's River;—Mr. Hearne saw none in his sea, except on the margin of the shores, which may have accumulated there from the influx of fresh springs, &c.—The Western sea of America is also at all times navigable and free from ice, as far as we can ascertain, to the latitude of 64° North.

There is but one circumstance more before we close what we have to offer in favour of a North West passage, open to the purpose of navigation.—If, therefore, we cast our eyes on the general map of the world, particularly on the *Northern portion of it to the East*, we find laid down on the chart that great extent of land bounded by Baffin's Bay, yet unexplored.—In the West we perceive that portion of terra firma, within the arctic circle, bounded by ice, which separates Asia from America, and which stopped the progress of Captain Cook;—let us then cast our eyes on that part of the sea seen by Mr. Hearne, and reconcile, if we can, the possibility of its being any part of the Frozen Ocean which we imagine to flow round those lands that are thought to reach to the Pole.—If it is the Frozen Ocean, to what height of latitude must the land of Baffin's Bay stretch?—In what latitude the Western portion so bounded by sea?—We must either presume that these lands do not reach to the Pole, if this is the Frozen Sea; or if we conclude that they do, then the sea seen by Mr. Hearne can be no other than the strait, or identical passage between the two oceans.

Can it be supposed that the Esquimaux round with their canoes either Baffin's land or the Western portion to arrive at this sea. Should it not rather be believed that those people come from the Western side for the copper and



the whale; and that this creature himself had made his passage through those very channels which had conveyed the roving tribe here from Cook's River, Prince William's Sound, or the Northern Archipelago. And if this idea is rejected, let it be asked finally, by what sea and by which navigation did the whale come into Mr. Hearne's sea; whether did he take his course round Baffin's land, or boldly push through the barrier of ice seen by Captain Cook, and which is supposed to extend to the Northern pole of the world. Here he is opposed and repulsed, nor do we believe that he ever got round the land of Baffin. We are bold enough, however, to hazard an opinion, that this sea seen in  $72^{\circ}$ , or placed by others in  $68^{\circ} 30'$ ; or, according to Peter Pond, in  $65^{\circ}$ , is no other than that part of the communication between the Northern Pacific and Atlantic Oceans which empties itself either in Baffin's, or Hudson's Bay; and that through these channels, which are sufficiently deep and capacious for navigation, the whale and other huge marine animals find a safe and easy passage.

The Indians seen by Mr. Hearne, and who were destroyed by the party that conducted him through his dreary route, were, in all probability, a part of a tribe of the Western side, on an expedition to the mines to procure copper.—Perhaps they were inhabitants of Cook's River.—Copper abounds amongst these numerous tribes;—it is the medium of barter with their more Southern neighbours. We have seen in their possession masses of considerable weight from the mines, and of extreme fineness. They told us that they went far Northward for it, and found the ore in the earth, scattered about, and, as we understood them, thrown up by a volcano from the sea.—The Indians seen by Mr. Hearne were Esquimaux, agreeing in manners and customs, and inheriting all that misery of this extensive tribe, which is perceived on the Western Coast of America, as far South as to the latitude of  $50^{\circ}$  North.

It has been said that the Spanish navigator, Don Francisco Antonio Maurelle, in 1775, visited that part of the continent of America not seen by Cap-

tain Cook in his progress to the Northward; and that this voyage, therefore, is peculiarly interesting to navigation, as he pronounces that no such straits are to be found as those of De Fuca, or such an Archipelago as that of Admiral De Fonte.

The particulars of this voyage, kept so secret by the Court of Spain, has been communicated to the world by that truly respectable, philosophic and learned gentleman, the Honourable Mr. Daines Barrington. Its supposed merits for some time stood the test of criticism.—It received an additional authority after the return of our last circumnavigators, as it favoured their opinions that no credit was to be given to the supposed discoveries of De Fonte or De Fuca, which were now determined to be nothing more than the romance of a former century, or the fiction of an enthusiastic mind.

In our turn, we do not hesitate to pronounce, that no attention whatever is to be paid to the charts of Mr. Maurelle, as totally contrary to truth and fact. They give no idea of the real position of the Coast of America; and, of course, involve the journals of the same navigator, from whence they have been drawn, in their own misrepresentations. There is no method more ready or more decisive, than to compare the chart of Maurelle's voyage, with the chart of Captain Cook, or that which has been prepared from the voyage of the *Felice* and the *Iphigenia*, and which comprehend all the discoveries made by other British navigators who have visited the American Coast. Mr. Maurelle's chart will then have abided a fair trial, and of course receive the judgment it deserves.

We have now stated fully, explicitly, and, we hope, without presumption, the different points which have given rise to our belief in the existence of a North-West passage.

An argument on which so much depends, requires every aid to support it that can be derived from any corroborating testimony; yet we shall not attempt  
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to mention such as may be doubtful, however favourable they may be to our general purpose, without expressing our hesitation as to their authenticity.

Thus, if Mr. Peter Pond's discoveries were satisfactorily authenticated, they would operate powerfully in our favour, as they would materially correct the route of Mr. Hearne, by altering the sea seen by that gentleman in  $72^{\circ}$  to  $65^{\circ}$ , and consequently leave a ready and open communication between Cook's River and that sea; and, perhaps the same in Baffin's or Hudson's Bay; but we are ready to acknowledge that we are not without our doubts respecting Mr. Pond; as his account, however, is in every body's hands, we shall leave its claim to credibility exactly in the same state in which we found it.

But there is an author of great respectability, whose observations we have already quoted, to whom we shall be indebted for further assistance; and as he states clearly the ancient accounts of the existence of the Archipelago of Saint Lazarus, and the Straits of John de Fuca, we rely with certainty on them, and are thus enabled, by his previous labours, to lessen our own. We shall only, therefore, with his assistance, state a few leading points, to shew the grounds on which we rest our belief of the existence of these places, which have been attributed by very learned men to the imposition of some, and the ignorance of others.

This author observes, that recent navigators have found an archipelago of islands, and the strongest indications of a large river, where such are described by Admiral de Fonte: and this, he adds, gives countenance to that too hastily exploded narration.—We have, it is true, old traditions or narratives of the Archipelago of De Fonte, and the Straits of De Fuca, in Hacluit, Purchas and Harris, but on what grounds, or from what discoveries, is at present wrapped in obscurity.—But Mr. Dalrymple comes armed with better authority,—and informs, us that the Burgomaster Witson, in his second edition of the Nord and Ort Tartarye, in 1705, says he had in his possession the original manuscript  
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of the account of the celebrated navigator De Fonta, and not De Fonte, having surveyed Terra del Fuego in 1649.—This circumstance goes very far to prove that such a person did exist; and we may consequently form an opinion, that if he performed one voyage in 1649, that he might have accomplished the other as recited by Purchas, &c. in 1640; and the recent discoveries of this very Archipelago serves to countenance this opinion. But be this as it may, and whatever authority may be due to Burgomaster Witson, we are ready to vouch for the Northern Archipelago being in the same spot as that of De Fonta.

The account of the Straits of De Fuca is no less extraordinary.—A very curious piece of intelligence is communicated by him, on the authority of the Right Honourable Mr. Greville, who received it from Sir John Macpherson, to whom it was related by some Spaniards at the Cape of Good Hope; who informed Sir John that, very lately, an entrance in the latitude of  $47^{\circ} 45'$  North was found, which conveyed them in twenty-seven days into the vicinity of Hudson's Bay;—what can be said to such extraordinary intelligence?

John de Fuca, according to Mr. Hacluit, was a Greek pilot, who in 1592, sailed into an inlet of great breadth, between the latitudes of  $47^{\circ}$  and  $48^{\circ}$ , which led him into a far broader sea, wherein he sailed twenty days, and arrived in the Atlantic Ocean.—He describes a great head-land or island, with an exceedingly high pinnacle rock placed near it, which is, in all probability, the very island or headland whereon our friend Tatootche has his town and fortrefs; and as to the pinnacle rock, we have had ocular demonstration of its being placed in the entrance of this sea, as well as the great island or headland which we have particularized in the voyage of the Felice in that latitude.

De Fuca, it seems, communicated this information to Mr. Lock, when that gentleman was at Venice, and offered to perform the voyage, on condition of receiving 60,000 ducats.—The venerable and parsimonious ministers of Queen Elizabeth, amongst whom was Cecil, refused: Mr. Lock being unable,  
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out of his own private fortune, to reward the pilot, the matter dropped, though he continued to keep up a constant correspondence with him.—Affairs taking another turn, it was determined to employ the pilot, and Lock went to Italy in order to bring him to England; when, on his arrival, he found that the pilot had died a short time before. Such is the account given by Hacluit, Purchas, &c. and adopted by all nautical historians since their time.

It is no less curious that another man who was at Portugal about the same time, should have published a book, treating of a North West passage, and stating that he had passed through it. This book was suppressed by the Court of Lisbon.—But to corroborate and strengthen my own assertions, I bring the authority of Captain Barclay's officers, &c. who saw every particular which I declare to have seen,—having surveyed these parts in a boat,—though he himself did not go within some leagues of the strait:—It is also to be remarked, that the Princess Royal, Captain Duncan, saw them also; and finally, we offer the proofs brought by the Washington, which sailed through a sea that extends upwards of 8 degrees of latitude.

In reading the accounts of the ancient voyagers, we were forcibly struck with the resemblance between the inhabitants as described by John de Fuca, and those with which we had a communication.—Amongst many particulars we will select one, which is directly in point; independent of their being clothed in furs and bears' skins, as he mentions them, he goes on to tell us, that they bind their childrens' heads between two boards when very young, which practice gives the head the form of a sugar-loaf; and in our account of the people of Nootka, this custom has been particularly remarked, and we reckon Tatootche among the number of Nootkan Princes.—The latitude in which we found this strait placed, certainly differs from that in which the old authors have laid it down; but that may be easily accounted for, from the great difference between the cross-staff, which was the astronomical instrument of Columbus, and our quadrant;—and we believe, even a few years back, our navigators did not attend

tend sufficiently to even the corrections necessary for the sun's declination, which will also produce a great difference of calculation.

Another account of a former date, relative to this passage, must not be omitted, which is the voyage of Thomas Peche, as given by Mr. Dalrymple.—He relates that he sailed up the Strait of Anian, 120 leagues, in 1676, intending to return to England that way ; but the month of October being well advanced, and the winds Northerly,—which, by the bye, we observed to be always the case,—he returned back, and coasting California, New Spain and Peru, came into the North sea by the straits of Magellan, 1677.—He found from Cape Mendocino on California, the current set to the North East for more than 20 leagues within the channel :—But where these straits are situated, it is difficult to judge from the short account given of this man's voyage.

It would only encrease uncertainty, and involve enquiry in greater perplexity, if we were to enter upon an examination of the interior geography of this part of America. There are, it is true, charts formed of it, but it is impossible we can resign our judgment to them ;—it is so easy to fill up spaces with imaginary lakes and rivers, that only tend to mislead us ; and though the Arathapescow Lake bears all the marks of authenticity, yet we know not, from any respectable authority, that its situation is astronomically fixed.

We must beg leave to add one more conjecture, which is that of Mr. Dalrymple, and in which I perfectly coincide, that the Lake de Fonte may be the identical Lake Arathapescow ; which, if that should be the case, communicates with the Northern Pacific Ocean : and the Arathapescow Lake, according to two Indian manuscript charts in the possession of the company, possesses a communication with Hudson's Bay ;—a circumstance which induces Mr. Dalrymple to remark, with his usual sagacity, that it would be highly expedient to examine what obstructions there are to navigate thither ; for this lake is reported by Mr. Hearne,—from the information of the Indians,—to be  
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about 400 miles in length.—He is also of opinion, that the most effectual method of making this examination, would be from the Arathapescow Lake, which by the observation of the longitude of Hudson's house, appears to be much nearer Hudson's house than Mr. Hearne's map represents it.—Indeed, though that gentleman has much merit for his enterprising spirit and painful researches, he has left much yet to be done; for it could not be supposed that Mr. Hearne could possibly be qualified to form a chart of such extensive regions which should be definitive.

It may also be observed that the Hudson's Bay Company have an house in  $53^{\circ} 0' 32''$  North, and longitude  $106^{\circ} 27' 20''$  West, which is above 530 geographic miles from their nearest settlement in the Bay; the distance, therefore, to complete the communication between that place and Nootka, is above 700 geographic miles. On the authority of Mr. Turner the Hudson Bay Company's surveyor, the Indians report that the river continues to be navigable as far above Hudson's house as below it, and that it is as easy a navigation as that of the Thames, there not being one fall or rapid, after passing that near Winipig Lake, in a course of more than 200 miles; but it is probable that the communication between Hudson's Bay and the West Coast of America would, with more facility, be made in an higher latitude, by means of the Chesterfield inlet, or some of the inlets and rivers from Hudson's Bay, connecting with the Arathapescow, Dobaunt and other lakes.

Of the navigation of the Western side of America we are clear and decided, as well as of those inlets, great sounds, and openings of the sea at the back of Nootka.—And as to the Eastern side of the continent,—though, as yet, we have nothing but conjecture in favour of the belief that either through Hudson's Bay, or the Southern parts of Baffin's Bay, navigable inlets may be found to communicate with the Eastern Pacific Ocean,—one circumstance is clear in our favour, which is, that we have the most incontestable proof that the geography of Hudson's Bay is but yet imperfectly known, and that with

Baffin's Bay we are wholly unacquainted ; so that the idea of the discovery of a North West Passage still continues to have a reasonable foundation.—And we trust that the servants of the Hudson's Bay Company will conquer every aversion, we are informed they have hitherto possessed, to those Northern expeditions ; which may, at length, end in the discovery of a North West Passage.



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SOME

ACCOUNT OF THE TRADE

BETWEEN THE

NORTH WEST COAST OF AMERICA, AND CHINA, &c. &c.

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IT must afford a very animating satisfaction to every patriot mind, that the trade and commerce of this country are gradually extending themselves over every part of the globe ; and that from the encouragement given by wise ministers, and the enterprising spirit of opulent merchants, every corner of the earth where the winds blow and the sea rolls its waves, will, sooner or later, be explored, to encrease the wealth, the power, and the prosperity of the British Empire.

To Captain Cook, among other great and public benefits, we are indebted for the commerce of the North West Coast of America, and its profitable application to the China market ; a commerce, which when more known, and of course more cultivated, will, we doubt not, prove of the first advantage to this country.

The riches which the immense Southern Pacific Ocean offers to the adventurous spirit of trade, is far beyond the present conceptions of it; and the empires of China and Japan may not only become new sources of commercial advantage to this kingdom, in the exports of her manufactures, but prove the means of encreasing her maritime strength; and thereby aggrandizing, in the most ample manner, the power of the British Empire.

In the preceding pages, which contain our observations on the probable existence of a North West Passage, some account is given of the several adventurers to the North West Coast of America since the discovery of its valuable commerce by Captain Cook. The fate of them, as it generally happens in all new schemes of adventure, has been variously unsuccessful.—Two of the small number of ships which have failed thither, have been wrecked, and others have proved unfortunate either from the bad management or ignorance of their conductors; from whence a very false idea has arisen, that the trade of the North West Coast of America is an unproductive business.

Other opinions have been propagated which are extremely unfavourable to the adventurers who have engaged in this commerce. It has, indeed, been boldly asserted, and by many as confidently believed, that they have been engaged in a contraband trade on the American Coast.—It must, indeed, be extremely mortifying to those gentlemen whose patriotic and commercial spirit has led them into such adventurous undertakings, to find, that in addition to the great losses they have sustained, their characters, as fair and honest merchants, are attacked and calumniated: but the accusation, which springs either from envy or ignorance, is founded in falshood,—and will, we trust, find a refutation in the commercial arrangements of those voyages which occupy the preceding pages of this volume.

The most immediate articles hitherto imported from America, have been the sea-otter skin, and furs of an inferior value, of which we have every reason to suppose



suppose there will prove a very great abundance, whenever the industry of the natives shall be duly excited to extend their collection of them.—Besides it should be observed, that this trade is in an infant state, and has been hitherto carried on only, as it were, in the vicinity of the American shores ;—as those parts which have been already visited, are not, as has been imagined, the coasts of the continent, but an archipelago of islands, forming a kind of barrier to it. When, therefore, a commercial communication is opened with the continent itself, which there is every reason to suppose is numerously inhabited, a great and very valuable source of commerce will be unfolded to our country ; forming a chain of trade between Hudson's Bay, Canada, and the North West Coast of America.

The articles hitherto employed in the purchase of American furs, &c. are in themselves but of small value, when compared with the prices which these furs obtain at China and other markets ; but when the expence of conveying them to their destination is taken into the account, their acquired value is of no trifling consideration.

The first adventurers employed iron, beads, glass and Indian gewgaws as the medium of barter ; but they who succeeded them added British Woollens to the trade, and whole villages of American natives were seen clad in blankets, and decorated with every article of English dress. Indeed, after some time, the Indians became so fond of woollen articles, that no commercial engagement could be formed with these people in which they did not form the commanding inducement. The sea-otter skin may be a more beautiful and warmer garment, but it is infinitely more cumbersome than the blanket ; which, when once adopted, was preferred in the most decided manner, from a sense of superior convenience ; and respecting the articles of European dress for which their simple fancy or a love of novelty might be supposed to impel their choice, they might be so varied as to keep awake those prepossessions till they become habits, whose calls must be supplied by British manufactures.

The number of people to the Southward of Nootka Sound, as far as the latitude of  $45^{\circ}$  or  $46^{\circ}$ , amounts at least to near sixty thousand. The calculation is made from the number of villages, each of which contains from six to nine hundred inhabitants. To the Northward of Nootka, as far as the latitude of  $61^{\circ}$ , they are much more numerous; it may therefore be reasonably concluded, that the line of sea coast on the Western side of this Archipelago, without adverting to the Eastern side, possesses upwards of an hundred thousand people; which, after all, forms no very great degree of population for such an extensive length of country.

Something like a correct estimate may, therefore, be made of the advantages that would arise from supplying such a number of people with British manufactures, by calculating the probable exports, which, in this early stage of the North West American commerce, might be made from this country of coarse woollens, iron, cutlery, manufactured copper and tin; which, in particular, when worked up into the various articles in which it is commonly employed, would form an immediate, as well as a very considerable export, as on several parts of the coast it was found to be the favourite object of the Indian market. It is, by no means, necessary to observe, that in proportion as the manners of these people improved, and their civilization advanced, all these commercial articles would find an encreasing demand.

The exports of America will consist of furs of the following species.—The sea-otter, the different kinds and qualities of which have been particularly described in the voyage of the *Felice*;—the beaver, marten, sable, river-otter, —called by the natives *capuca*,—the ermine, foxes of different kinds, and particularly that whose skin is of a jetty black;—grey, white and red wolves, wolvereens, marmots, racoons, bears, mountain-sheep, whose fleece is of extreme length and fineness, with the common and the moose-deer or elk.



The sea-otter, though an amphibious animal, might, perhaps, have been more correctly classed among the sea-furs; for it is the peculiar happiness of this country, that the sea which washes its coasts, shares with the land the plenty of commercial produce. The furred seal, sea-cow, sea-lion, the speckled seal and common seal abound there.

Ginseng might also become a very valuable article of American export; for although it has not hitherto been found in great abundance in the vicinities of Nootka, the Northern parts, more particularly the shores of Cook's River, produce it in inexhaustible plenty. The ginseng of this part of America is far preferable to that of the Eastern side, and approaches nearer to that of China, which is universally considered of a very superior quality to the best ginseng of European exportation.

But the most valuable branch of commerce, which is offered spontaneously by the North West American Coasts, is the Whale Fishery, which may be carried on to any extent. As those fish, both of the black and spermaceti kind, are universally abundant in those seas, with other marine animals, which yield an oil of a very superior quality. And here I shall beg leave to offer some observations on the probable advantages which may be derived to Great Britain from this fishery, not only in the Northern but the Southern Oceans; the former abounding with the black whale, and the latter with the spermaceti species.

These Fisheries are of such extent, reaching from Cape Horn to the Line, as, with that of the North West Coast of America, to be capable of employing several thousand tons of shipping. Even in its infant state, one hundred sail at least, each vessel having thirty men on board, might be employed in this valuable branch of commerce. Of a ship's company, according to this regulation, I should suppose that twenty would be seamen, or people acquainted with the business of the fishery, and that the remainder would be boys apprenticed,

ticed, or landmen, who are frequently received on board, and employed in these voyages: The number of seamen amounting in the whole to three thousand. Nor can it be supposed that this commerce, conducted under the influence of British liberty and the spirit of British merchants, would not encrease. Indeed, the acquisitions of it are so favourable to our own manufactures, and in such continual demand from foreign countries, that to supply the home and foreign consumption of its several articles, would prove a most advantageous extension of the trade and navigation of Great Britain. But another important benefit will result also from these fisheries; they will very greatly enlarge that nursery of seamen which may be considered as the mine of British strength and glory.—Nor do I hesitate to foretell, that if this branch of commerce is left free, and is not suffered to be shackled by chartered privileges and legal monopolies, that it will, in a very short time, make such returns, as to discharge Government from the expensive encouragements of drawbacks and bounties.

It would be presumption in me to recommend any system of regulations for the due conduct, controul and encouragement of these fisheries, when such abilities and commercial knowledge as is possessed by Lord Hawkesbury, enlightens the proceedings of that branch of the administration which appropriates its labour and attention to the trade of our country; but I shall, nevertheless, take the liberty to suggest, that each ship employed in this commercial service, should be obliged to have on board six or eight apprentices, who should be limited with respect to age. If eight in number, four of them should not be more than ten or twelve years of age;—two others should not exceed fourteen years, and the remainder might be confined within the age of sixteen. The term of their apprenticeship should not be extended beyond five years.—It would be needless to explain the utility and advantage of such an arrangement.

The navigation of these seas is most admirably adapted to form a school of maritime experience, while its peculiar safety is equally calculated to encourage mercantile speculation.—Nor should it be passed by without observation, that—  
ships



ships employed in the fishery or fur trade, may always depend upon such abundant supplies of almost every kind, as not only to furnish a plenteous variety of that wholesome food, but also to become an object of commercial consideration, while the Sandwich Islands offer a station for intermediate repose, where health animates the gales, and every species of refreshment is to be found on the shores.

The various articles of trade, both of an import and export nature, in this new region of commerce, which might be considered as attending upon our entrance into it, have already been mentioned; at the same time we ought to keep in view, as an object of a great future advantage, those mines which are known to lie between the latitudes of  $40^{\circ}$  and  $60^{\circ}$  North, and which may hereafter prove a most valuable source of commerce between America and China.— But to give them effect, as well as to forward other beneficial purposes, establishments must be formed, for which the North West Coast of America offers a mild climate and a fruitful soil, where grain of every species may be cultivated with a small portion of industrious exertion, particularly in the vicinity of Nootka, and in the country of New Albion.

Such is the general account we have it in our power to communicate of the commerce of that part of America which has so lately been unfolded to us. We shall now proceed to discover the connection it has hitherto formed with China, together with the prospect of opening a trading intercourse with Japan; which, if revived, and there is no doubt of the possibility of such an event, might, in due time, become an object of the first importance to the mercantile interest of this country.

The furs obtained by the several adventurers to the North West Coast of America, have been carried to the Canton market, where they were sold at very high prices.—The circumstance of supplying this market with American furs, has proved the means of opening a channel of trade between England

and China, for the Canadian and Hudson Bay furs, which had not hitherto been attempted.—These furs also sold extremely well.

The commerce between Great Britain and the Empire of China, is altogether of such importance, that an investigation of those causes which operate to continue the balance of trade against us, and which may lead to a discovery of the means not only to diminish that balance, but to turn it in our favour, will, I trust, be favourably received by the public; and, in a particular manner, by that great commercial body, the Honourable East India Company.—It is, indeed, but justice to declare, that much has already been done by them; at the same time truth compels me to observe, that much yet remains to be done, not only in giving every possible augmentation to the exports of this country, but in opening new channels of commerce, whenever and wherever opportunity offers to accomplish such a desirable object.

In pursuing the general outline of this subject, and we do not profess to be so minutely informed as to engage in a minute discussion of it, we shall class the commerce of China under the following heads:—

First. The trade between China and Russia, by land; in which may be included the North Western commerce by sea, as the principal staple commodities are chiefly furs, in which England participates, from the large quantity of the Canadian and Hudson's Bay furs sent from this country to Russia, and from thence, by the Russian merchants, by a long and circuitous land carriage to Peking.

Secondly. The commercial connection between Great Britain and China.

Thirdly. The commerce between foreign nations with the country powers in India and China.



It is not necessary for me, were it in my power, to describe the vast extent of the Chinese Empire, and the state of its prodigious population. It is sufficient to observe that such a country, and such a people, would form a commercial alliance of the first magnitude with Great Britain. The English certainly enjoy the far greater part of the import trade at Canton; but the whole European commerce, which, of course, involves our own, labours beneath very oppressive and encreasing disadvantages. Nor can I understand upon what principle of sound policy we continue to submit to the will and pleasure of the Chinese government, in our commercial concerns with it.

If we were to form our opinions of the general character of the inhabitants of China from those who inhabit the banks of the Canton River, it would be doing them a great injustice. A trading sea-port, which offers little or no other communication than with Custom-house officers, brokers, and the inferior rank of tradesmen, does not qualify the voyager to judge of the nation to which it belongs; but, forming our opinion from those who have had opportunities of visiting the interior parts of China, we are disposed to believe that the Chinese are a liberal, enlightened and polished people, and that they profess themselves of such a character. It cannot therefore be supposed, if an Ambassador was sent to China from this country, with all the appropriate accompaniments of such a character, that he would not be received with suitable respect and dignity.

Various are the oppressions which afflict our commerce with this part of the East, and it would require, perhaps, consummate skill in the arts of negotiation, as well as a complete knowledge of the commercial history of China, and of the temper of the people, to bring any liberal arrangement of commerce between the two nations to a conclusion. The Chinese are well acquainted with the power of Great Britain, and they regard it with very considerable apprehension. I relate it as an incontrovertible fact, that the Hoppo or Vice-Roy of Canton, in the year 1789, in his usual information to the Court at

Pekin, transmitted a false account of the European shipping at his port. The encreasing number of them, particularly those of the English nation, was rather an alarming circumstance to the ministerial officers at Canton; and had the Emperor been informed of it, they would have been subject to his displeasure, from the supposed danger of suffering such an assemblage of foreign vessels. But they hushed their own fears, and satisfied their patriotic scruples, by remitting the usual revenues arising from foreign trade to the Royal treasury, and consigning the encreased collection of duties to their own coffers.

At this port, as if it were contrived to shackle and oppress the European commerce, every transaction, of a commercial nature, comes under the jurisdiction of a body of merchants, consisting of eleven persons, or more, who are named the Hung, or the Houang.

On the arrival of a ship at Canton, one of these merchants is appointed to conduct all her commercial concerns. He is then termed the security merchant, and every trading transaction, relative to the vessel over which he is placed, entirely depends upon his controuling pleasure.—With this extraordinary authority, he possesses the power of arranging the trade of the cargo which he superintends, in any shape that may best answer his private advantage. If, therefore, it should appear to be his interest to prevent the imported articles from coming to an equitable market, he will, by no means, consider the importer, but himself. For the native who wants to buy, and the stranger who wants to sell, can have no communication with each other.—It is this strange oppressive, intermediate official merchant, who acts for both, and to whose arbitrary dictates both must submit, without any means of revision or of appeal. While this set of men remain in their present state of power, the imports can never come to a fair market, or the exports be reduced by competition to an equal standard.

The



The greater as well as inferior Mandarins or Custom-house officers, subject the Houang merchants, in their turns, to heavy impositions, for which the latter reimburse themselves, by levying contributions on the European commerce.

All goods entered at Canton pay a very exorbitant duty in the first instance;—and if their owner should exercise the power which he has of objecting to the Houang merchant's price, he nevertheless cannot re-embark a single article of them: as merchandize once landed at the port of Canton, can never be removed from thence, but by the native trader who may purchase it. A greater check on the spirit of commerce cannot be well conceived than such a tyrannical regulation.

The duties, at this port, have long been in a state of progressive encrease, and have, within these few years, advanced to 50 *per cent.*—The actual amount of them being no longer paid into the Royal treasury, for the reasons already mentioned, the Mandarins are become more and more avaricious, in proportion as the revenue from the duties encreases; and, as they are imposed at the pleasure of the Hoppo or Vice-Roy, he contrives to accumulate an immense fortune during his administration; which, however, he is obliged to share, in some degree, with the ministers at Peking, in order to prevent a discovery of his extortions on the Europeans at Canton.

All ships on their first arrival, pay a certain measurement, which is calculated by their tonnage, amounting to an heavy sum, and, within a few years, has been greatly augmented. A ship belonging to the East India Company, pays, I believe, from £.800 to £.1200. All goods must be conveyed on shore by the boats of the country, so that continual robberies are committed on the cargoes sent for the ship to Canton, which is distant about fourteen miles; and strange as it may seem, no remedy is to be found, or punishment inflicted upon such open injustice. The Houang man is the only person to whom an  
European

European has access; so that the Foreign merchant is left entirely to the mercy of an agent whose interest it is to oppress him the most.

All Europeans are prohibited from entering the city of Canton; and if any should persist in paying it a clandestine visit, as some have done, they are severely bamboosed and turned back again. The Chinese call an European a Fanqui.

It must, however, be observed, that the idea of the Houang merchants being security for each other, is entirely fallacious;—for these commercial guardians are sometimes known to become bankrupts, and many Europeans have suffered severely by the failure of them. I have some reason to imagine that the debts due to British merchants, and on which account Captain Panton in the *Racehorse*, was sent to Canton, are not yet liquidated; and which, being incurred by the failure of a very considerable Houang merchant, evidently proves that this body of men are not security for each other. This debt amounted to some hundred thousand pounds, part of which has been paid by installments, which have been in a course of payment for the space of ten years, without interest.—This money has, however, in fact been paid by the Europeans themselves; as, in order to discharge the debt, an additional duty has been laid on all European articles, which still continues: and as Great Britain possesses by far the greatest share of the China trade, she suffers proportionably in these heavy and accumulating impositions.

This embassy did not greatly enhance the consequence of the English nation in the opinion of the Chinese.—Lord Anson and Captain Panton stood in a very different view of respect and importance,—not that I mean to be understood as if the latter gentleman was deficient in any of those requisites which could give consequence or effect to his commission; on the contrary, he possessed them all,—but he was not, by any means, properly supported, or clothed  
with







*T. Parry Esq. del.*

1. *A Chinese Galley of War.*

2. *Forts that guard.*

*A View of the entrance of the Borda & Tigris.*

*J. Sanders Aqua.<sup>a</sup> fec.<sup>t</sup>*

### 3. Chinese Sampan or

## Fishing Boats

#### 4. A Ship outward bound

...through the center.





T. Lury Esq. del.

View of the Hesper, a steamship, navigating in the River of Borneo, Thapsa, named by the Chinese, 'Hesper', from the Chinese ship boat that carries goods from Canton to the European shipping.

J. Sanders Apud. fecit.





with that official consequence, necessary to impress the China people with a due respect for, and awe of the country from which he came.

It is indeed a very evident, as well as mortifying proof, that the English name does not possess that consequence with the Chinese, which it merits in every country and corner of the globe, from their conduct towards the East India Company's servants, who constantly remove to the Portuguese city of Macao for several months of the year.

In the season of 1789, on the arrival of the Company's ship in China, it became necessary for the supercargoes to remove, as usual, to Canton; on which the accustomed application was made to the Chinese for the common formality of permission.—This was, however, peremptorily refused, on the pretence that this application should be made through the Portuguese, who refused to exert themselves; and thereby the Portuguese governor of Macao had the power of throwing very considerable impediments in the way of the British commerce. This disagreeable business was, however, at length settled, but not without considerable delay, and, in all probability, some extortion.—But during this oppressive interval, the valuable ships of the East India Company lay at anchor in the Bocca Tigris, or at Wampoa, as they arrived, and without being able to procure the usual refreshments. Indeed the enormous sums constantly paid for the removal of the Company's servants to and from Canton, from whence they are forced by the Chinese, is not only a great commercial enormity, but a degrading compliance on the part of Great Britain.

The Portuguese also, in this distant settlement, assume a language and conduct to British subjects, which cannot be at all reconciled with the comparative state of the strength, power and importance of their respective nations.—It is no uncommon thing at Macao, for the Company's servants to be imprisoned and otherwise ill-treated on the slightest pretences, and obliged to practise submissions which the servile avarice of commerce can alone induce them to suffer, while it silences the resentment of those who employ them.

From

From all these circumstances the conclusion is at once forcible and evident,—that the trade between Great Britain and China should be arranged on an equal and respectable establishment.—Nor, if the proper means were employed, would such a desirable object be so difficult to accomplish as is generally imagined.

It is not to be supposed that the infant trade of the North West Coast of America to China escaped those depressing arrangements which narrow the advantages and disgrace the spirit of the long established and superior channels of commerce with this part of the Eastern world.—We felt and execrated the inconveniences of them; but still a prospect of considerable advantage unfolds itself to the views of a liberated commerce, which would justify any encouragement from this country.

No communication had as yet taken place between the Russian Kamtschadale and Siberian Provinces with China, but by land; and that intercourse having been interrupted for many years, in consequence of disputes which arose, and have never been settled between the courts of Petersburg and Peking,—it became a matter of contemplation to have connected, in a great degree, the commerce of the North West Coast of America and these provinces with that of China and Japan.—If such a project had been carried into effect, it would have produced very beneficial consequences to this country; as her manufactures, instead of being sent through the empire of Russia, by way of Petersburg, and from thence into Siberia and Kiascha, would have been imported immediately by sea, and the furs of those countries received in barter; which, with the North West American furs, would have been sold at Canton, and the proceeds, from the natural channels of commerce, paid without compunction into the English treasury there, which would tend to lessen the exports of bullion from this country.

By this trade, Great Britain might have increased her exports of broad cloth, coarse woollens, cottons, linens, hardware, and her tin and copper in  
all



all the variety of articles into which those metals are manufactured ; for which would be received, as before observed, furs of all the various and valuable kinds with which that part of the world abounds. The quantity of exports must have been very considerable to supply the Russian provinces ; and supplying them by this mode would prove the means of beating out of the market those French woollens and ironmongery with which it is now supplied ;—as it cannot be supposed that the inhabitants would not prefer the solid and lasting manufactures of England to the flight cloths and brittle hardwares of France.

The consideration of this part of the Northern commerce naturally forces upon our attention the necessity of opening the Northern provinces of China, as well as the kingdom of Japan, in order to extend this chain of commercial intercourse. Such an arrangement would open an instant and extensive channel for British manufactures, particularly those of tin and copper, more especially the former ; the exports of which being of the first importance to this country, we consider as a subject that demands a distinct discussion, which it will receive in the succeeding part of these observations.

The present exclusion of the European nations from all the ports of the Chinese empire, except Canton, is a serious disadvantage to Great Britain.—While from the arbitrary regulations of the Chinese government respecting European commerce, our exports, besides the heavy duties to which they are subject, are taken by the purchasers at a price fixed by themselves. The same tyrannical and dishonest principle operates to enhance the price of every article we receive in return, and is the cause that so much bad tea is imported into this country.

It would be equally idle and impertinent to observe on the prevailing habits of all ranks of British subjects for the beverage produced by this oriental plant. It has long ceased to be a luxury among the great ; and is become a

L

kind

kind of necessary of life even among the poor.—Though produced in the most distant quarter of the globe, its use is so naturalized to this country, as to be an article of general consumption, and productive of a very considerable public revenue\*.

If, therefore, it is a national object to procure the teas and manufactures of China of better qualities and at a cheaper rate,—some method should be devised by the British government to procure the Northern ports of that country to be opened to us, as well as to emancipate our trade from the vexatious bondage beneath which it groans in the only Chinese port which our ships are allowed to enter. To effect this,—and I have not the least doubt but it might be effected,—it is humbly submitted, whether it might not be proper to send an embassy directly to Peking, with such a degree of consequence and splendour attached to it, as becomes the representative of a British monarch bearing his credentials to the splendid court of a great Oriental sovereign.

The opening the door of these ports, by encreasing and improving the means of communication between the two countries, would produce the greatest advantages to each; and, without enumerating the particular benefits which would be derived to our own, I shall just observe, that by the exports of our tin alone, commerce would add an artificial mine of national wealth to those which nature has already bestowed on Great Britain. In consequence of such an arrangement, the hitherto little known, but polished and wealthy kingdom of  
Corea,

\* This herb, which is supposed to possess qualities of a pernicious tendency by many medical writers, is, on the contrary, considered in China as replete with medicinal virtues. Its use in the country where it grows is universal and continual; and a doubt of its salutary nature, would be treated there, as arising from the most inveterate folly, or the grossest ignorance.—An inhabitant of China will tell you, that it braces the nerves,—invigorates their tone,—strengthens the stomach, and relieves depression.—It should, however, be observed, that the black teas only are in general use among the Chinese; and that the green and bloom teas are in a great degree, if not altogether, manufactured for foreign markets.



Corea, would be open to the British adventurer: and, independent of the empire of Japan, we know not how to express our idea of the vast and inexhaustible sources of commercial advantage that would be gained by pursuing the system which is the object of this memoir to suggest and to recommend.

The finest teas are produced by the Northern provinces;—we should therefore receive them from thence free from that adulteration which the avarice of the Houang merchant not only allows but encourages.—The raw silk of those countries would also come to our market of the finest quality.

The kingdom of Corea would receive, and eagerly receive, the same manufactures as China, with this important addition,—that in so cold a climate, they would have our woollens directly from ourselves, instead of the light French cloths which make their way to them by the circuitous route of Peking from Russia, or more immediately from Canton. But on account of the very high price of woollen goods, occasioned by the expensive mode of importing them, these people have recourse to thick printed cottons, which, after all, are by no means sufficient to protect them from the severity of their winters. This country produces the finest tea, but no silk. The Coreans receive it however from China, and return it thither to great advantage, worked up into silks and damasks, of a very fine and rich fabric. It is here also that the curious sailing waggon is to be seen, which is a very serviceable machine in the low and marshy grounds towards the Korean sea.

The empire of Japan may be considered as a source of commerce distinct from that of China; but it is, nevertheless, open to the same spirit of commercial adventure,—contains similar resources, and promises to be a most profitable mart for British manufactures. The communication which one of the ships captured by the Spaniards at Nootka Sound, had with this country, in her voyage to the North West Coast of America, proves, in the fullest manner, that the inhabitants would gladly enter into a trading intercourse with us. It was, indeed,

intended to have sent a ship from Canton in the present year 1790, had not the North Western commerce been interrupted, and for a time, at least, destroyed by the ships of his Catholic Majesty. From very respectable authority we are assured, that furs sell there at an immense price, while the country, climate, and inhabitants will warrant a more than probable conjecture, that such a commercial intercourse would prove highly advantageous to this kingdom.

China exports thither a few broad cloths, silks, cottons, sugar, hardware, furs, and tin in blocks, which fetches there almost the price of silver, as they use it not only for all culinary purposes, but to form those vessels and ornaments which they employ in their religious ceremonies.—In return for these articles, the Chinese receive gold, fine teas, and pure copper. But, upon the whole, the trade is not very considerable between these countries.

It is well known that the only European nation which enjoys a commercial connection with the Japanese, are the Dutch. Four Dutch ships are annually dispatched thither from Batavia, and each of them pays an hundred thousand dollars for the privilege of this profitable traffic; of which a very adequate idea may be formed, when it will bear the previous import of such an enormous sum.—The Dutch are too sensible of the advantages of this monopoly, not to clothe the whole in all possible secrecy, or to colour it with every kind of fallacious description. But however ignorant we may be of their particular imports, exports, and mode of trade, we cannot but know that it is extremely advantageous to them, and would, consequently, prove of equal, if not superior benefit to us.—It may not be improper to add, that there is every reason to suppose the navigation to and from Japan to be a very safe one, when undertaken at particular seasons.

The Chinese also engage in a traffic between the Philippines and Japan in the South. They import from the former wrought silks, gold, copper, and iron;  
and



and carry to the latter, spices, pepper, silver, and sugar.—This trade is very profitable to themselves, and extremely detrimental to the subjects of Spain.

If a British settlement could be established on one of the Southernmost of the Korean isles, it would facilitate the intercourse between Great Britain and these parts of the globe.—Nor would the difficulty of completing such a plan occasion any uncommon risk, or demand more than common exertions; as we are given to understand that the natives are a mild, humane, and polished race of people, who would not hesitate to give the British voyager a most welcome reception. The practicability of such a colony, need not require any other argument, when it is known that on the Northernmost of these islands the Russians have formed a settlement.

Besides the general British exports,—to which advantageous circumstance we are so continually obliged to recur,—the opening these channels would give new stability to the fur-trade, and enable us to annihilate, in a great measure, this profitable branch of the Russian commerce. The Russian settlements on Cook's River, down the Coast of America to the Southward, and on that chain of islands called the Fox Islands, for the sole purpose of collecting furs, together with the encouragement given by the Empress Catherine to all adventurers in, as well as the protection she holds forth to merchants who regularly prosecute the trade between China and her dominions, by way of Kiascha, as set forth with equal accuracy and ability by Mr. Cox, in his account of the Russian discoveries, are circumstances which discover, in the fullest manner, the opinion which the court of Petersburg entertains of this commerce.—One branch of this trade,—the supplying China with the Canadian or Hudson's Bay furs,—we hope is already removed to this country, and that they will no longer find their way thither by the intermediate aid of the Russian merchants.

It may be said, without any fear of contradiction, that this advantage has been obtained by the importation of the North West American furs into Canton : and there can be as little doubt that the continuance of such imports will serve to augment it.—The reputation of the sea-otter skins brought no inconsiderable body of the Northern Chinese and Pekin merchants to Canton, a port which they had never before visited, and at the distance of near one thousand miles from the places of their residence.—Yet notwithstanding the length of this commercial journey, they found it answer to their entire satisfaction, from being able to obtain the same species of furs which they had been accustomed to purchase at Kiascha, at a price so much below the usual rate of that market. They arrived at Canton laden with teas, silk and ivory; and took back in return, furs and broad-cloths.—The cloths imported by the East India Company, were distinguished by their particular preference and admiration ; nor did they hesitate to acknowledge their great superiority over any woollens they had ever received by the way of Kiascha.

Furs form the principal and favourite drefs of the inhabitants of the Northern provinces of China ; and those of the rarest kind and the highest prices are eagerly purchased by them.—From five hundred to a thousand dollars, and even a larger sum, are frequently given for a single suit of this precious cloathing.

The skin of the sea-otter, from the thickness of its pile and the length of its fur, forms too cumbersome an habiliment for the people of the Southern provinces ; they prefer, in general, the Canadian and Hudson's Bay furs ; but still, such as can afford it, seldom fail of having a cape of the sea-otter's skin to their coats, though perhaps at the extravagant price of six dollars.—On considering, therefore, the prodigious population of China, and supposing the fur trade to be carried on under proper regulations, the inaccuracy of an opinion, which has been advanced with some degree of plausibility, that the Chinese market may be overstocked both with Canadian, Hudson's Bay, and the North



West American furs, must appear evident to the most transient reflection.— On the contrary, it is our decided opinion, that the sea-otter skins which have been imported to China, since the commencement of the North West American trade, have not proved sufficient to answer the demands of the single province of Canton.—Even there, the cold will often render a fur dress necessary; more particularly as the Chinese are minutely attentive in proportioning their cloathing to the temperature of the moment, whatever it may be; and frequently, in the course of the same day, add to or diminish the number or warmth of their garments, as from the varying circumstances of the atmosphere, &c. the air may demand a cooler or a warmer covering.

Having thus stated such information concerning the commerce of the North West Coast of America and the Northern parts of China, as well as the relative trade of Russia, as has been obtained by our experience and enquiries, we shall proceed to state a few particular circumstances relative to the foreign commerce of Canton and the country trade.

The following is a List of the ships of different nations in the River of Canton, in the year 1789; which will give a very precise idea of the present superiority of the British trade over that of all other European nations.

*LIST of Ships belonging to the English East India Company, at Wampoa.*

SHIPS NAMES.	COMMANDERS.	SHIPS NAMES.	COMMANDERS.
Ganges —	Joseph Garnault	Walpole —	Henry Churchill
Middlesex —	John Rogers	Europa —	Augustus Joseph Applegarth
Earl Mansfield —	Brodie Hepworth	Thetis —	Justinian Nutt
King George —	John Sherwood	Ocean —	James Todd
Lafcelles —	Richard Atherton Farrington	General Elliot —	Robert Drummond
Valentine —	John Lewis	Warley —	Henry Wilson
Nottingham —	Archibald Anderson	Fort William —	George Simpson
Lord Macartney —	James Hay	Duke of Buccleugh —	Thomas Wall
Sullivan —	Robert Pouncy	Britannia —	Edward Cumming
Rockingham —	John Atkinson Blanchard	Pitt —	Edward Manning
Earl Wycombe —	John William Wood		

*List*

*List of English Country Ships trading to China, 1789.*

<i>From Bombay to China and Bombay.</i>	
SHIPS NAMES.	COMMANDERS.
Soliman Shaw —	Joseph M <sup>c</sup> Intosh
Gangavar —	William Robinson
New Triumph —	George Smith
Milford —	William Henderson
Shaw Ardefeer —	Richard Ramfay
Victoria Snow —	David Jordan
Boddam —	John Anson Smith
Royal Charlotte —	William Watson
Sullimanev Grab —	William Stuart
Cartier —	James Nafh
Ganfava —	James Jamison
General Meadows —	Robert Billamore
Hornby —	Charles Christ. M <sup>c</sup> Intosh
Carnatic —	Francis Simpson
Shaw Biram —	Thomas Meek
Darius —	William Maughan
Surat Castle —	Henry Lowrie
Thamtum Taz But —	William Roy
Enterprize —	Paul Shercraft
Nancy —	Charles Edward Macklow
Clive —	John Robertson
Bombay —	James Wilfon
Prince of Wales —	James Wilcot
Hindoetan —	Francis Edwards
<i>From Bombay to Surat.</i>	
Sultan —	James Callender
Fier Refoal Mucky —	George Milford Nelson
Fiez Allum —	John Swaine

<i>From Bengal and the Malay Coast to Bengal.</i>	
SHIPS NAMES.	COMMANDERS.
Cornwallis —	David Cumming
Nonfuch —	John Canning
Surprize —	John Phillips
<i>From Bengal and the Malay Coast to Bombay.</i>	
Cheerful —	John Elmore
<i>From Bombay to Madras and Bombay.</i>	
Yarmouth —	Thomas Bruce
<i>From Bombay to Bengal and Bombay.</i>	
Britannia Snow —	Thomas Hardy
<i>From Madras to Bombay.</i>	
Henry —	George Galloway
<i>From Bombay to Bengal.</i>	
Resolution —	James Watson
<i>From Bengal and Batavia to Bengal.</i>	
Warren Hastings —	Nicholas Cheminant
<i>From Bombay to Pegu and Bengal.</i>	
Hibernia —	William Tolly
<i>From Bombay and Madras to Bombay.</i>	
Indus —	William Dixon
<i>From China to the N. W. Coast of America.</i>	
Argonaut —	James Colnett
Princess Royal —	Thomas Hudson

*A List of Foreign Ships trading to China in 1789.*

<i>Dutch.</i>	
SHIPS NAMES.	COMMANDERS.
Meeryk —	Muller
Delft —	Swetman
Christeffel Columbus —	Pieterfeen
Schagen —	Stokbroo
Maria Cornelia —	Modderman
<i>French.</i>	
Dauphin —	Duval Favereub
<i>Danish.</i>	
King of Denmark —	Torflow
<i>American.</i>	
Antony Brig —	Richard Proler
Sampson —	Samuel Howell
Massachusetts —	Benjamin Carpenter
Astrea —	James Magee
Union —	John Ashmead

<i>American continued.</i>	
SHIPS NAMES.	COMMANDERS.
William and Henry Brig —	Benjamin Hodges
Three Sisters ditto —	Benjamin West
Federalist —	Richard Dale
Atlantic —	Henry Elkins
Light Horse —	Jacob Nicols
America —	Jacob Sarley
Tay —	Thomas Randall
Washington —	Mark Haskett
Morse —	—— Oriolle
Columbia —	Robert Gray
<i>Portuguese.</i>	
Bom Jesus Alem —	Jofo Dias de Souza
Marquis de Anjuga —	Costodio de Arevedo
Campeles —	Antonio de Arayo



The advantages which must result to the manufactures of Great Britain, from the encrease of the China trade, is one of those truths whose evidence wants no support. Its tendency to encrease the nursery of our marine strength, must be acknowledged with equal justice. The English shipping at Canton gave employment, on an average, in the year 1789, to near two thousand officers and seamen.

It has indeed been objected, that the very great export of bullion from this country, absolutely necessary to purchase the homeward bound investments, is, in fact, a national disadvantage, which the accompanying exports of our manufactures by no means indemnify. This unfavourable representation of the China commerce, has, I must own, too much foundation. But it is well known to have undergone a very considerable change in the very point on which those who are disposed to condemn it, rest their objections. The exports of bullion have been for some years, and are now in a gradual state of decrease, while the exports of British manufactures are in a proportionable state of augmentation: and if we add, which surely may be done upon the most satisfactory grounds, the new arrangements in trade of the Canadian and Hudson's Bay furs, and the added commerce of those of the North West Coast of America, we are justified in expecting, from the wise administration of the present East India Company, that the period is at no great distance when the balance of trade between Great Britain and China may be turned in favour of our own country.

Of our exports to that part of the East, broad cloths have encreased in a very extraordinary proportion, and the Company now send thither a very large sum in that staple article. In 1789, several thousand bales were exported by them. The fur merchants who come down from the Northern provinces of China, take off great quantities of this cloth, and it is in an encreasing demand in every part of that vast empire. Camlets, shalloons, long ells, &c. with the coarser woollens, have also very considerably encreased as articles of China trade. Copper may be also added to the augmenting exports

from this country to the same quarter of the globe. The manner in which the Company have it manufactured, in small bars, gives it an advantageous resemblance to the Japan copper.

Of this very valuable metal Cornwall produces the finest in Europe; and as the Dutch have not lately imported any from Japan, on account of its advanced price, the East India Company have the same prospect of encreasing gain from copper as from tin, as they are able to undersell the Japanese in their own market.

But a new and very fashionable article of the China market is tin, which will be found to be annually adding a very important proportion to the exports of the East India Company. The country at large, and the county of Cornwall in particular, are very much indebted to Mr. George Unwin of the Royal Navy, for the discovery and introduction of this valuable branch of the present China trade, when he was employed in the Company's service, and which may now be considered as a staple article, from whence the British commerce will derive a very solid, and, as I trust, a lasting advantage. To that gentleman I am particularly indebted for much valuable information on this subject; and whatever individual or general advantage proceeds from what I may call this new current of trade, it is to the indefatigable and commercial zeal of Mr. Unwin that Great Britain owes her acknowledgements. It was, indeed, at a critical moment for the county of Cornwall, when this unexpected channel was opened for the consumption of tin.—The trade for this article was, at this time, on a very rapid decline; the mining parishes began to experience the greatest distress, and the demand for it in the European markets was greatly decreased, on account of the late war, and the rising troubles of Europe; so that in the short space of nine months, tin became reduced one-fifth in value, which was a clear loss, besides the attendant inconvenience and distress, of £.40,000 *per annum* to the county of Cornwall: nor did the future prospect offer any thing like encouragement or consolation to that respectable body of men who compose the  
propriety



propriety of the mining estates in that valuable province. But the China commerce has revived their hopes, and I trust will not only re-establish the original consequence of this part of Great Britain, but give it new vigour and encreasing opulence.

We feel, indeed, the greatest satisfaction, in stating our expectations on this subject, that we do not proceed merely upon conjectures, however probable, but on facts, as we trust, decisive of the returning and encreasing prosperity of this ancient source of British wealth. During the long period the East India Company have traded to China, *the whole of their exports, including every commercial article*, have not amounted to more than £.100,000, 'till within the last five years; and in that time, the average exports in their ships, in *thirteen months*, or two seasons, from Cornwall ALONE, have amounted to 2000 tons of tin, value £.130,000, besides her share of copper.

The accounts received from China this season, are also of the most favourable nature, and encourage the India Company to look to very considerable advantages from this branch of their exportation. The annual consumption of tin, at this time, in the China market, is from three to four thousand tons, supplied by the Dutch, in the country trading vessels and China junks from the Malay Islands.—But we trust such measures may be pursued by the proprietors of the tin mines, united, as it were, by a commercial union with the East India Company, that they may in time, and we hope at no very distant period, possess themselves of the China market for the exclusive sale of that valuable metal, which has for so many ages formed the principal wealth of their country.

The uses to which tin is applied in China, are of great variety;—among others, it is become an article of superstition and religious ceremony, a circumstance which cannot fail to create a very considerable consumption.—The merchant who buys this metal, re-sells it to the gold-beaters, who manufacture it into leaf, which they dispose of to the priests, who, after the ceremonies of

consecration, paste it in pieces on a kind of cartoon paper, near the size of a card, and consign them to shops, where they are to be bought in every part of the empire.—At the rising of the sun, certain periods of the day, and the close of the evening, the Chinese are seen making what they call *chin, chin*, to their Gods or Josses, by burning these papers, and making obeisance to the West; as the devotees are more or less ardent, they burn a smaller or greater quantity of these papers.—The consumption of tin, therefore, in this article alone, must be very great.

The river of Canton is supposed to be inhabited, if I may so express myself, by between sixty and seventy thousand people, who live on the water, all of whom expend their daily quota of these paper offerings. The population of China is not within our knowledge, but if we may judge from the calculation just related, and which we believe is pretty accurate, the number of inhabitants in the empire at large is so great, that there can be but little doubt, if we could get an entire possession of the China market, that there would be a ready sale for all the tin which Cornwall could furnish for exportation.

The Chinese also possess the art of extracting silver from that metal; and not only employ it in the composition of which they make their utensils for culinary and other domestic, as well as manufacturing purposes, but also in making very large quantities of a white metal called Tutenage, which they export in the country trading vessels to all parts of India.—It cannot, therefore, be supposed, that the East India Company will not give a spirited encouragement to the exports of a commodity, which by promoting the interests of the county of Cornwall, and encreasing their own commercial revenues, will add to the general opulence of the nation.

It is not, however, in China alone that tin, under proper regulations, will find an advantageous market.—Bengal will, in future, be able to take off a very considerable portion, at a very good price; the demand of that place being

at



at this time, equal to one-fourth of the annual produce of Cornwall, which will be dispersed through the interior parts of India; and if the Ottoman commerce should be thrown open to us, an added and very considerable consumption of this metal will be the certain consequence.—Even from Bengal and Bombay, tin has found its way into the Western parts of Persia; and the exportation of it might be still further promoted, from the communication we have with that country by way of Surat.—And within these three years, Cornish tin, which had been carried from England to Turkey, notwithstanding the heavy duties with which it was charged in passing through the Grand Seignior's dominions, was seen selling as a favourite article of sale at an auction of the public caravans.—Indeed it is well known that the greater part of the Asiatic nations are as well acquainted with the value of this precious commodity of our country as the natives of China.

The Chinese have usually received their tin by the English and Dutch country ships, and some small quantities by their own junks; and though the opium of Bengal lessened the quantity of bullion which must otherwise have been exported from thence to the Malayan nation, for the purchase of this essential commodity; yet still there remained a considerable balance against the European settlements in this branch of their commerce.—It should also be observed that the Malaysans do not work their mines, but leave that important business, as well as the refining of the ore, to Chinese settlers among them.

The Dutch East India Company contrive, with the mercantile sagacity of their nation, to derive a very considerable revenue from this article. The sultan of Bancee, who resides at Balam-bangan, on the island of Sumatra, and is within sight of the former place, is obliged to furnish them with so many hundred tons of tin, at a low rate, which is freighted to Batavia in small vessels, and from thence transported to China in their ships, where it meets with a profitable sale, and saves the losing export of bullion.

Many objections have been raised to the exportation of tin to China from certain prejudices supposed to be entertained by the Chinese against the Cornish tin, on account of its not being found so malleable as that obtained from the Malaysians.—Actuated by a most laudable zeal for the particular interests of the county of Cornwall, as well as for the general extension of the British commerce, Mr. Unwin undertook to examine into the foundation of these objections, and accordingly made repeated experiments on the comparative excellence of the British and Malayan tin; when it appears by the certificates of the workmen employed, as well as the tin-leaf in that gentleman's possession, that the produce of Cornwall is equal, if not superior, in every respect, to that of the Malaysians. — Of this he gave a convincing proof, by having beaten a pound of the former to a quantity of leaf sufficient to cover thirty-five square yards. In consequence of his experiments, the East India Company not only sent out the last season, several books of the British tin-leaf, as specimens, to China and their settlements in India, but a proper quantity of the metal itself, in order to give the utmost encouragement in their power to the exportation of tin from this country.

The export of bullion has been a most grievous burthen on our Oriental commerce, and it is the first duty of those who are engaged in the administration of it, to diminish, and if possible, to annihilate such an anti-commercial oppression.—The former might be accomplished, indeed, by narrowing the present extent of the China commerce;—but here the remedy would be worse than the disease; as by lessening the importation of tea, now become almost a necessary of life among all classes of people in this country, it would re-open the door so wisely shut against the smuggling of that article, and introduce, instead of the wholesome produce of China, those adulterated teas which are equally injurious to the revenues of the country, as they are prejudicial to the health of its inhabitants. The latter is only to be obtained by those measures which will force our manufactures and produce into China and other parts of the East; nor have we the least doubt, but that if they were once received,



the export of bullion thither,—that mischief of our Oriental trade,—would, in a short time, be greatly counteracted, and perhaps entirely suppressed.

These are objects which it will not surely be considered as presumption in us to recommend to the serious consideration of the legislature, and as we should hope, to be followed up by the active exertions of the grand commercial spirit of this country. They would heighten the flourishing state of our manufactures,—give added strength to our maritime power,—and which is no trifling concern, though it may not be a subject of general consideration, restore prosperity to the county of Cornwall, which it is not only the interest, but essential to the honour of England to maintain, as that corner of her territory was, as it were, the cradle of her infant commerce; and from whence she first derived, at the distance of many ages, a commercial character among the nations of the world.\*

I shall only add, as it seems to be a link in that chain of commerce which it is the office of these pages, however imperfectly, to enforce,—that Providence, by permitting Great Britain to make a discovery of the Sandwich Isles, seems to have intended that they should become a part of herself.—The situation, climate, and produce of these islands, may be made to answer very important commercial purposes; besides, the inhabitants are a brave and generous race of people, susceptible of the highest mental cultivation, and worthy of sharing, as they are already ambitious to share, the fate enjoyed by British subjects.—The well directed industry, and assured fidelity of half a million of people; would surely add to the grandeur and prosperity of the British Empire.

\* I shall not enlarge further on the subject of tin at this time; but I flatter myself, with the assistance of Mr. Donnithorne, the public agent for the county of Cornwall, whose zeal and abilities in the service of it are so justly acknowledged, and his friend Mr. Unwin, to whose commercial information, and indefatigable attention, that county is under such very peculiar obligations, I shall shortly be enabled to make some proposals to the gentlemen of Cornwall respecting this valuable branch of commerce, which may not be deemed altogether unworthy their attention.

## E R R A T A.

In the INTRODUCTORY VOYAGE, page 27, line 3 of the note, *for* 500lbs. *read* 80lbs.

Page 164, line 13, *for* us discover, *read* for us to discover.

172, line 24, *for* be *read* by.

173, line 16, *for* 30th July, *read* 13th July.

187, line 7, *for* reason suppose, *read* reason to suppose.

201, line 12, *for* as far our power, *read* as far as our power.

303, line 21, June 8, *for* latitude  $56^{\circ} 20'$ , *read*  $56^{\circ} 26'$ .

304, line 8, *for* June 10th *read* 9th.

— line 17, *for*  $205^{\circ} 36'$  East longitude on the 11th, *read*  $205^{\circ} 1' 36''$  on the 10th.

— line 22, *for* the 12th *read* the 11th; and *for* latitude  $56^{\circ} 48'$  on the 12th, *read* on the 11th.

305, line 18, *for* the 13th, *read* the 12th.

306, line 2, *for* 14th, *read* 13th.

—, line 22, *for* 16th, *read* 15th.

307, line 2, *for* 17th, *read* 16th.

322, line 2, the 4th of August omitted, and that mistake continued to the 13th.

— line 9, *for* Tianna's Bay, *read* Tianna's Roads.

325, line 21, *for*  $59^{\circ} 19'$  N. *read*  $56^{\circ} 19'$  N.

355, line 15, *for*  $19^{\circ} 4'$  N. *read*  $19^{\circ} 41'$  N.

356, line 12, *for*  $30^{\circ} 21'$ , *read*  $20^{\circ} 21'$ .

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\* \* The Ships latitudes and longitudes read as they were kept by the Reckoning; but in the CHARTS as they were inferred by CORRECT OBSERVATIONS and the lunar method of finding the longitude at sea.





of the N.W. Coast of AMERICA and N.E. Coast of ASIA, explored in the Years 1778, & 1779,  
by CAPT<sup>N</sup> COOK;  
and further explored, in 1788, and 1789.





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# V O Y A G E S

TO THE

NORTH WEST COAST OF AMERICA,

IN THE YEARS 1788 AND 1789, &c.

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## CHAP. I.

*Preparations for the Voyage.—TIANNA, a Prince of the Island ATOOI, and other Natives of the SANDWICH ISLES embark.—Character of TIANNA.—Complement of the Crew of both Ships.—Quantity of Cattle, &c. embarked for the SANDWICH ISLES.—Departure of the FELICE and IPHIGENIA from China.*

IN the month of January 1788, in conjunction with several British merchants resident in India, I purchased and fitted out two vessels, named the Felice and the Iphigenia: the former was of 230 tons burthen, and the latter of 200. They were calculated, in every respect, for their destined voyage, being good failors, copper-bottomed, and built with sufficient strength to resist the tempestuous weather so much to be apprehended in the Northern Pacific Ocean, during the winter season.

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JANUARY.

1788. It was originally intended that they should have sailed from China the  
JANUARY. beginning of the season, but the difficulty of procuring a sufficient quantity of stores necessary for the voyage, delayed the ships till the 20th of this month, when they were completely equipped and ready for sea.

One of the ships was destined to remain out a much longer time than the other. It was intended, that at the close of the autumn of this year, she should quit the coast of America, and steer to the Sandwich Islands, for the purpose of wintering there; she was then to return to America, in order to meet her consort from China, with a supply of necessary stores and refreshments, sufficient for the establishing factories, and extending the plan of commerce in which we had engaged.

The crews of these ships consisted of Europeans and China-men, with a larger proportion of the former. The Chinese were, on this occasion, shipped as an experiment:—they have been generally esteemed an hardy, and industrious, as well as ingenious race of people; they live on fish and rice, and, requiring but low wages, it was a matter also of æconomical consideration to employ them; and during the whole of the voyage there was every reason to be satisfied with their services.—If hereafter trading posts should be established on the American coast, a colony of these men would be a very important acquisition.

The command of the *Iphigenia* was given to Mr. Douglas, an officer of considerable merit, who was well acquainted with the coast of America, and, on that account, was the most proper person to be entrusted with the charge of conducting this commercial expedition. The crew contained artificers of various denominations, among whom were Chinese smiths and carpenters, as well as European artizans; forming, in the whole, a complement of forty men.

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The crew of the *Felice* was composed of the same useful and necessary classes of people, and amounted to fifty men :—this ship was commanded by myself.

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A much greater number of Chinese solicited to enter into this service than could be received ; and so far did the spirit of enterprize influence them, that those we were under the necessity of refusing, gave the most unequivocal marks of mortification and disappointment.—From the many who offered themselves, fifty were selected, as fully sufficient for the purposes of the voyage: they were, as has been already observed, chiefly handicraft-men, of various kinds, with a small proportion of sailors who had been used to the junks which navigate every part of the Chinese seas.

In a voyage of so long continuance, and such various climates, very serious and natural apprehensions were entertained of the inconveniencies and dangers arising from the scurvy, that cruel scourge of maritime life. Every precaution therefore that humanity or experience could suggest, was taken to prevent its approach, to lessen its violence, and effect its cure: large quantities of molasses, with sufficient proportions of tea, sugar, and every other article that might contribute to these salutary ends, were carefully provided. Each vessel carried near five months water, allowing one gallon per day for each person on board, a plentiful supply of which being one of the most effectual preventives of this disorder. Warm cloathing of every kind was provided for the crews, as well Chinese as Europeans: In short, every thing was procured that China produced, to render both vessels as complete as possible, and to ensure, as far as human means could be exerted, success to the voyage, and comfort to every denomination of people who were employed in it.

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Among other objects of this voyage there was one, at least, of the most disinterested nature, and the purest satisfaction; and that was to take back, to their respective homes, those people who had been brought from America and the Sandwich Islands. A certain number of cattle and other useful animals were purchased and taken on board, for the purpose of being put on shore at those places where they might add to the comfort of the inhabitants, or promise to supply the future navigator, of our own, or any other country, with the necessary refreshments.

In fulfilling this pleasing duty to these children of nature, whom a curious spirit and an unsuspecting character had led to such a distance from their native country, a very marked attention was paid to Tianna, a prince of the island of Atooi, a chief of illustrious birth and high rank, who, in the year 1787, was carried by me to China, and who now afforded us the pleasure of restoring him to his country and his kindred, with a mind enlarged by the new scenes and pictures of life which he had beheld, and in the possession of various articles of useful application, or comparative magnificence, which would render him the richest inhabitant of his native islands.

Mr. Cox, a commercial gentleman resident in China, was among those whom Tianna regarded with that warm esteem which repeated kindness never fails to excite in a grateful mind: and it would not be doing justice to this amiable Indian, if he were not represented as possessing many of those sentiments which do honour to the most cultivated understanding. Mr. Cox not only manifested a general interest in the honour and happiness of Tianna's future life, by the generous consignment of a considerable quantity of live cattle and other animals to the island of Atooi, but, with the most attentive humanity, desired even to indulge his unreflecting fancy;





*Tianna, a Prince of Moor,  
One of the Sandwich Islands.*

*Published Aug<sup>o</sup> 1790, by J. Walter A<sup>o</sup> 269, Piccadilly.*





fancy, by appropriating a sum of money to be expended as his own untutored choice or wayward preference should direct. This kind arrangement was, however, necessarily set aside; and the imperfect judgment of the chief supplied by the better suggestions of his European friends; who directed the expenditure of the allotted sum, to procure him those comforts and advantages which might last during his life, and tend to the improvement of his nation, instead of gratifying the momentary whim for those objects, which he himself might, at a future period, perhaps, learn to despise.

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The time that could be spared from the equipment of the ships, was, in a great measure, dedicated to this amiable chief, who was with difficulty made to conceive the information that he was so soon to embark for his own islands; from whence, all the wonders of the new world to which he had been introduced, were not sufficient to separate his affections. The love of his country, a principle which seems to be inherent in the human mind, in every state, and under every clime, operated forcibly upon him.—Those domestic affections which are the support of all society, as well as the universal source of happiness; and that parental sensibility which, in a greater or less degree, influences all animated nature, from the higher order of man to the inferior classes of the animal world, did not lose their energies in the breast of Tianna. His reflection had often sickened at the thought of his family and his country; and the gaze of his astonishment frequently yielded to the intrusive gloom of painful thought;—while the same hour has often seen him smile with delight at the novelties which he beheld around him, and weep, with bitter lamentations, the far dearer objects he had left behind, when he reflected that he might behold them no more.

When, therefore, he was assured of his approaching return to Atooi,—the idea that he should again embrace the wife whom he loved, and the child

1788. child on whom he doted, with all the added consequence which would  
JANUARY accompany him, from the knowledge he had acquired, the wealth he possessed, and the benefits he should communicate to the place of his nativity, produced those transports which sensible minds may conceive, but which language is unable to describe.

To give a minute description of his conduct, behaviour, and sentiments, on his arrival at Canton, might be considered as an unavailing digression, unworthy of that curiosity which it is the office of this volume to gratify.—It may not, however, be improper to observe, that he discovered a mind possessed of those capacities which education might have nurtured into intellectual superiority, and endued with those sensibilities which forbid enlightened reason from applying the name of savage to any human being, of any colour or country, who possesses them.

When he first beheld the ships at Wampoa, his astonishment possessed an activity which baffles description, and he emphatically called them the islands of *Britannee*; but when he had surveyed their internal arrangement, with all the various apparatus they contained, the immediate impressions they occasioned on his mind were those of dejection; he hung his head in silence, and shed an involuntary tear, as it appeared, over what he conceived to be his own inferior nature.—But the same spirit which urged him to quit his native country, in order to return with knowledge that might instruct, and arts that might improve it, soon aroused him into an active and rational curiosity.—Indeed he very shortly manifested no common degree of intellectual exertion, by discriminating, as occasion offered, between the people of the several European nations, whom he daily saw, and those of England, whom he always called the men of *Britannee*.—The natives of China he considered with a degree of disgust which bordered on extreme aversion;—their  
bald



bald heads, distended nostrils, and unmeaning features, had raised in his mind the strongest sensations of contempt :—Indeed it might be owing to the addition which the natural dignity of his person may be supposed to receive from such a prevailing sentiment, whenever he found himself amongst them, that the Chinese appeared to regard him with awe, and that, wherever he turned, the timid crowd never failed to open to him a ready passage.

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Tianna was about thirty-two years of age ; he was near six feet five inches in stature, and the muscular form of his limbs was of an Herculean appearance. His carriage was replete with dignity, and having lived in the habits of receiving the respect due to superior rank in his own country, he possessed an air of distinction, which we will not suppose could suffer any diminution from his observation of European manners. He wore the dress of Europe with the habitual ease of its inhabitants, and had not only learned the use and arrangement of its various articles, but applied his knowledge to the uniform and most minute practice of personal cleanliness and decorum. The natural habits of his mind, however, occasionally recurred, and the childish fancy of his native state would sometimes intrude upon and interrupt the progress of his improvement. He could not be taught to understand the value of our current coin, and when he wanted any thing that was to be purchased by it, he would innocently ask for iron ; which being the most valuable metal in his eyes, was naturally considered by him as the medium of barter among other nations.

To return Tianna to his native Island, operated very powerfully in forming the arrangements of the voyage before us :—his original design and inclination was to proceed to England ; and Captain Churchill, of the Walpole East Indiaman, offered, in the kindest manner, to take him under

1788. under his protection, nor could he have found a better protector; but  
 JANUARY. to consign him to another's care, and to send him to a country from whence there might be no future opportunity of returning to his own, was a business that his friends could not reconcile to their feelings. The permitting him to leave Atooi, was considered as an unreflecting act; and it was now determined that Tianna should return thither, if not, in reality, happier than before, at least possessed of treasures beyond any possible expectation of his unexperienced mind. But of all the various articles which formed his present wealth, his fancy was the most delighted with a portrait of himself, painted by Spoilum, the celebrated artist of China, and perhaps the only one in his line, throughout that extensive empire. The painter had, indeed, most faithfully represented the lineaments of his countenance, but found the graceful figure of the chief beyond the powers of his genius. The surprise that Tianna expressed, as the work proceeded, was various and extreme, and seemed to follow with continual change every added stroke of the pencil. When this painting was presented to him, he received it with a degree of solemnity that struck all who beheld it; and then, in a state of agitation in which he had never been seen by us, he mentioned the catastrophe which deprived the world of Captain Cook. He now, for the first time, informed us that a fierce war had been waged throughout the Islands, on account of a painting, which he called a portrait of that great man, and which had been left with one of their most potent chiefs. This picture, he added, was held sacred amongst them, and the respect they paid to it was considered by them as the only retribution they could make for their unfortunate destruction of its original.

It may not, perhaps, be thought improper, if a short digression is made in this place, in order to state, that during our former stay\*

\* Some account of this voyage is given in the Introduction.



among these islanders we had every opportunity of estimating their feelings with respect to the lamented fate of Captain Cook, and we have every reason to believe that these distant inhabitants of the watery waste, accompanied with sincere sorrow, the regret of Europe. The numbers of them which surrounded the ship, with a view to obtain permission to go to *Britanee*, to the friends of their beloved Cook, are incredible. They wept and solicited with an ardour that conquered every previous aversion. Presents were poured in upon us from the chiefs, who were prevented by the multitude from approaching the vessel, and the clamorous cry of *Britanee*, *Britanee*, was for a long time vociferated from every part, and without ceasing: nor can their silent grief be described, when it was made known among them, that Tianna, a prince of Atooi, was the only one selected to the envied honour of sailing with us.

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Previous to our departure, Taheo, the king of that island, paid us a visit, accompanied by all his chiefs. As they believed that the commanders of every European ship, who had touched at their islands, since the death of Captain Cook, were the sons of that illustrious navigator, they, in the most affecting manner, deplored that event; and while each of them was solicitous to assert his own innocence, they united in representing the passions that had urged them to commit the fatal deed—which would be a subject of their eternal contrition—as a punishment inflicted on them by their gods. After these, and many similar declarations, they renewed their offers of friendship to *Britanee*, and departed; nor have we the least doubt but that future navigators, who may chance to stop at these islands, will find there a secure and welcome asylum.

The other natives of the Sandwich Isles and America, who were received on board, had been brought to China, by different ships, rather

1788. as objects of curiosity, than from the better motive of instruction to  
 JANUARY. them, or advantage to commerce:—they consisted of a woman of the island of Owyhee, named Winee, who was in a bad and declining state of health; a stout man and boy from the island of Mowee, and a native of King George's Sound; the barbarous nature of whose inhabitants rendered it an useless experiment to accompany him with any of those advantages provided for the others.

On board of each ship were embarked six cows and three bulls, four bull and cow calves, a number of goats, turkies, and rabbits, with several pair of pigeons, and other stock in great abundance. Unfortunately it was not in our power, at this time, to procure sheep; but several lime and orange-trees were purchased and destined for Atooi, as Taheo, the sovereign of that island, possessed all the power necessary to protect such valuable property. Had we been so fortunate as to have landed all the cargo prepared for the Sandwich Islands, they would have become the most eligible places for refreshment in the whole extent of the Northern Pacific Ocean. If, however, the American commerce should be pursued, very considerable advantages will be found to result even from that part of our design which was completed.

Sunday 22

On the evening of the 22d of January, both ships weighed from the Typa to proceed to sea; but it falling calm shortly after, and the tide of flood setting against us, the signal was made for anchoring, which was accordingly performed in the roads, in six fathoms, over a muddy bottom. The Iphigenia being in a stronger part of the tide, was driven farther up the roads, and anchored about two miles astern of us. We here found riding, the Argyleshire, a large country ship, of between six and seven hundred tons, bound to Bengal:—she was afterwards unfortunately lost in her passage from Bengal to China, and every soul on board supposed to have perished.

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## C H A P. II.

*The IPHIGENIA springs her Foremast.—Passage to the Philippines.—Sail along the Coast of Luconia.—Pass Goat Island, the Isles of Luban, Island of Mindoro and the Calamines.—Scurvy breaks out on Board the IPHIGENIA.—Pass the Island of Panay.—Mutinous Conduct of the Crew on board the FELICE, &c.*

ABOUT nine o'clock in the evening, an air of wind sprung up from the South East, which, though directly against us, determined us to put to sea; and the signal was made to the Iphigenia to weigh.—By ten o'clock both ships were under sail, the wind light and variable from the southward.—We continued standing to the Grand Ladrone until midnight, when it became extremely foggy, which occasioned us to shorten sail for the Iphigenia, which was considerably astern. The soundings were regular, from four to six fathoms, over a muddy bottom.—We now lost sight of the Argyleshire, who also weighed and proceeded to the South West. Sunday 22.

The morning of the 23d was extremely foggy; and in the night we had lost sight of the Iphigenia.—The wind now veered to the East North East, and began to freshen up; on which a signal was made with two guns to the Iphigenia, to get the larboard tacks on board, and stand to the South East.—At noon the fog cleared away, when the Iphigenia was perceived about a league to leeward of us.—During the night we kept Monday 23.



1788. firing guns, and beating the *gongs*\*, in order that she might judge of  
 JANUARY. our situation. By observation, our latitude was  $20^{\circ} 54'$  North, and longitude  $114^{\circ} 24'$  East; the South Western part of the Prata shoal bore in the direction of South,  $73^{\circ}$  East, distant 40 leagues; Cape Bolinou, South,  $50^{\circ}$  East, distant 419 miles.

As it was our intention to make the coast of Luconia well to windward, we resolved to keep as much as possible to the Eastward, being apprehensive of experiencing southerly currents at this season of the year.—We preferred making the coast of Luconia to that of Mindoro, or the Calamines, the coast of the latter being surrounded with numerous shoals, rocks, and fragments of islets, which render the navigation extremely dangerous, and require the greatest precaution in sailing through such an extensive Archipelago.—The charts of these seas, by Mr. Dalrymple, most certainly possess a great degree of accuracy, but are, as we suppose, necessarily formed on such a confined scale, and marked with such extreme delicacy, as to lessen their intended utility for the common purposes of navigation.—By adhering to this track we hoped to experience less boisterous weather, from being sheltered, in some measure, by the coast of Luconia, and at the same time to steer clear of many dangerous shoals, which lie at some distance from its coast, and are, indeed, scattered throughout these seas.

Wednesday 25 The course was continued to the South East, till the 25th; the weather gloomy and unpleasant; the wind blowing steadily from the East North East, and North East by East, with a very heavy sea. The latitude, at noon, was  $18^{\circ}$  North; the longitude  $117^{\circ} 1'$  East. The  
 South

\* A China *gong* resembles, in some degree, the form of a sieve; and is made of a mixture of metals. The China junks use them as bells; and, when they are struck with a wooden mallet, produce a deep, sonorous noise.

South Maroona shoal bearing North  $61^{\circ}$  East, distance 49 leagues; Cape Bolinou  $62^{\circ}$  East, distant 67 leagues.

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The Iphigenia proved but an heavy failer, when compared with the Felice, so that we were continually obliged to shorten sail on her account; an inconvenience which we determined to get rid of, by separating company from her, and making the best of our way, as soon as we had got clear of the Sooloo Sea.

In the evening we spoke with the Iphigenia, when Captain Douglas informed us that the ship had sprung a leak in the late bad weather, above the copper, which obliged him to keep one pump going, but that he hoped to stop it the first favourable moment.—This accident occasioned no inconsiderable degree of uneasiness.—Circumstances of this kind have a very unpleasant tendency to dishearten seamen, who, with all their hardy courage, are very subject to be influenced by superstitious omens of the most trifling and ridiculous nature; and which, if they should happen in the beginning of a voyage, will frequently operate upon their minds and conduct through the most lengthened course of it.

Our China crew were all extremely affected by sea-sickness, which was a very discouraging circumstance; and the excessive rolling and tumbling of the ship, caused the cattle to droop; indeed, from the apparent impossibility of preserving them all, during such a long voyage,—from the want of proper food, and as there were a greater quantity on board than were necessary to stock the islands to which they were destined,—it was thought proper to kill them all but two cows and a bull, and one bull and one cow calf, who might, we hoped, become enured to the voyage, and be preserved to their destination. Accordingly two of them were  
killed,

1788. killed, and fresh meat served to the crew, with barley, which made them  
JANUARY. comfortable messes.

During the evening it blew very strong indeed, with an heavy sea.—We continued standing to the South East, in the hope of being able to weather the North Maroona shoal; the position of which, according to Mr. Dalrymple, is extremely doubtful;—we therefore kept the best look-out in our power.

At five o'clock we were alarmed, by perceiving that the *Iphigenia* spread abroad the signal of distress, which denoted, at the same time, that she was not in want of immediate assistance: we however instantly bore up and spoke to her; when Captain Douglas informed us that his fore-mast was so dangerously sprung, that some method must be immediately taken to secure it; but the sea ran so high, and it blew at the same time so strong, that we were prevented from affording any assistance whatever; we shortened sail, however, immediately; and before night the *Iphigenia* had her fore-top-mast and top-gallant-mast on deck, and her foremast entirely stripped.

It was now absolutely necessary for us to keep under what possible sail we could; and as the *Iphigenia* was able to keep abroad her main-top-sail, main-sail, and mizen, to give these sails their proper effect during the night, we kept two points from the wind, under an easy sail, giving up all hopes of weathering the North Maroona, and being doubtful even of keeping our wind sufficient to weather the South Maroona, which is described as extremely dangerous, and whose situation is as uncertain as that of the Northern shoal of the same name.—It blew very hard during the night, with a heavy sea; the *Iphigenia* appearing to labour exceedingly.

This



This was, indeed, a very unfortunate event ; the weather we had to encounter was very much to be dreaded, and the crippled state of the Iphigenia's mast greatly increased our apprehensions ; as, in case it should meet with any further injury, there was no friendly port nearer to us than Batavia, where we should be able to replace it. Our situation, driven as we were about those seas, and surrounded by dangerous shoals, was truly distressing and alarming.—It was impossible for us to make the land, as we might be thrown into a situation which would increase the danger of the Iphigenia ; and as to leaving her in so distressed a condition, such a design did not occur to us for a moment ; besides, we were not without apprehensions of being driven too far to the Southward, which would render it impossible for us to get hold of the coast of Luconia, Mindoro or the Calamines, and under such circumstances, instead of making the passage of the Sooloo Sea, we should have been obliged to take our course through the Straits of Sunda, and reach the Northern Pacific Ocean by the Straits of Macassar, of which, after all, we were rather doubtful ; or, by doubling the South Eastern extremity of New Holland, if we should give up the passage of the Endeavour's Straits—It is very easy to conceive the uneasiness we suffered from the bare prospect of such a circuitous navigation.

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The weather did not moderate until the twenty-sixth at noon : the latitude was then  $17^{\circ} 5'$  North, and the longitude  $118^{\circ}$  East. The South Western end of the North Maroon bore in the direction of South East, distant thirty leagues. We kept standing towards it during the night under such sail as the Iphigenia could spread, and we very much wished to have sent a boat on board her : but, on a sudden, the weather became as tempestuous as ever, so that we could neither send carpenters or plank to her assistance.—A stage had been erected round her mast head, but a great hollow sea increased our alarms for her situation.

Thursday 26

This

1788. This day, another of the cattle was killed for the crew; indeed, the  
 JANUARY. excessive tumbling and rolling of the ships made us despair of saving any of them; two of the finest goats having already been crushed by a sudden roll of the ship.—During the night it blew extremely hard, with a great hollow sea.—We kept steering to the South East, frequently bringing too for the Iphigenia, she being under such small sail.

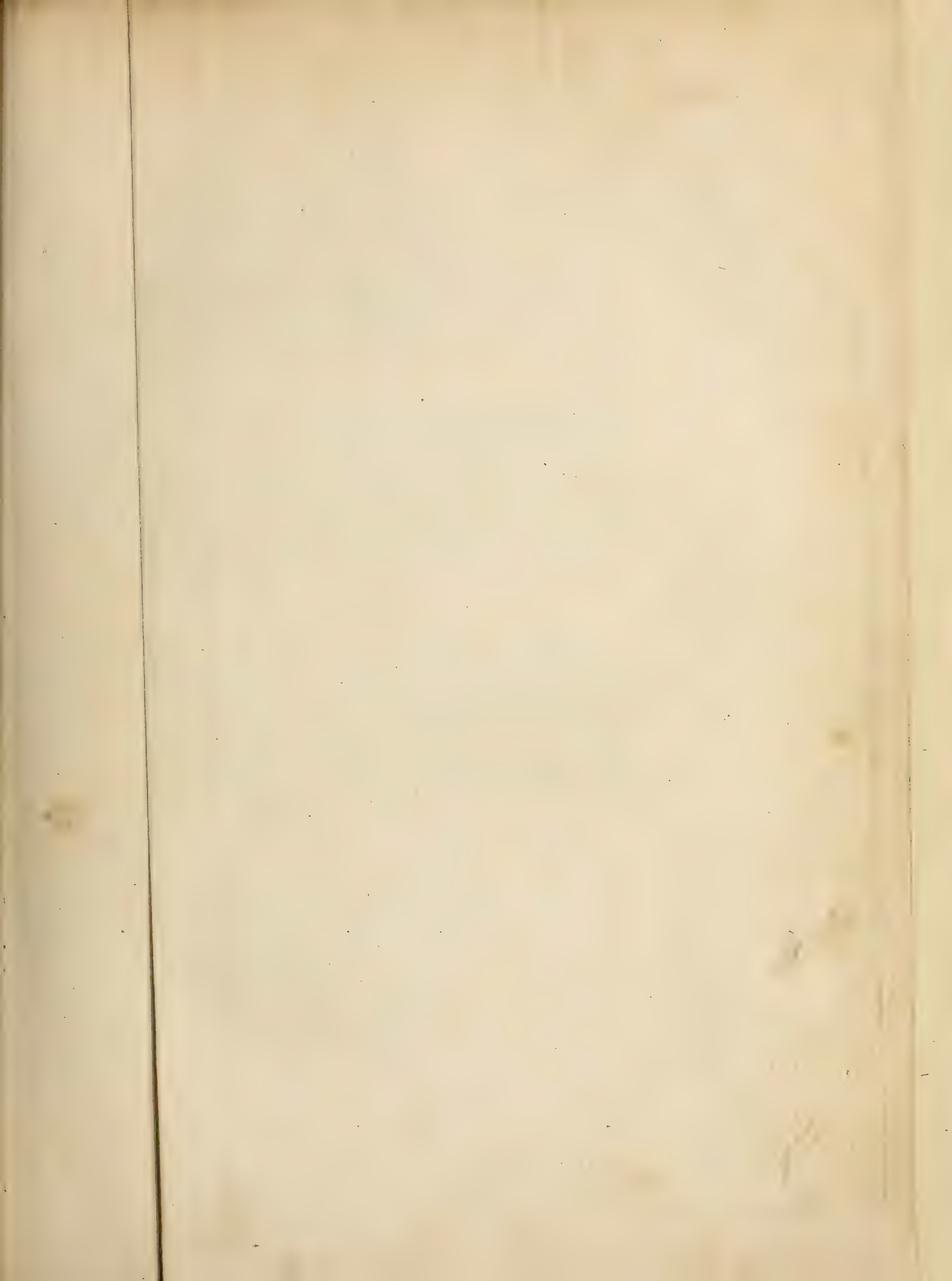
Friday 27 This unfavourable weather continued till the 27th, at noon. The latitude was  $16^{\circ} 20'$  North, and longitude  $119^{\circ} 12'$  East. The observation, however, was but of little dependence, from the variety of currents which we experienced. The wind had veered to the Northward; and we hauled up East South East, proportioning our sail to that of the Iphigenia. It was, indeed, apprehended, that an Easterly current had set us to the Westward, as our latitude was  $16^{\circ} 20'$  North, without seeing any thing of the shoal. As we could not suppose it possible that we should be to the Eastward of the Maroona, we were under the necessity of hauling to the East, as much as the running of a very high sea would permit.

In the evening we spoke with Captain Douglas, who informed us that the head of his foremast was entirely rotten, and that it was with great difficulty the carpenters could proceed in their attempts to secure it from the high, rolling sea—Before night, however, we had the satisfaction of seeing the Iphigenia's fore-top over head, and her lower rigging set up; so that our fears of being driven to the southward of Mindoro, in some measure, subsided.

It was, however, determined, that, from the great extent of seas we had to cross, the risk would be too great for the Iphigenia, in her present state, to attempt such a passage without having her mast well secured; or,

\*

if







*View of Goat Island, off the Coast of Luconia, near Manilla, distance off Shore 3 Leagues.*



*View of the Coast of Luconia between the Latitudes of  $15^{\circ} 40'$  North and  $14^{\circ} 50'$  North, distance off Shore Five Leagues.*



*Continuation of the Coast.*



*View of the Isles of Luban, near Goat Island, distance off Shore 4 Leagues.*

if condemned, to be replaced by another.—It was therefore resolved to call a survey of the carpenters on it, the first favourable moment; and it was absolutely necessary to fix immediately on some place where the repairs that should be found requisite could be accomplished. The Spanish settlement of Samboingan, on the Southern extremity of Magindanao was considered as the best place for our purpose; and though we had scarcely ever heard of it, and the hospitality of the Spaniards was always to be doubted, our necessity obliged us to such a determination, rather than proceed to Batavia, or encounter the coast of New Holland.

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This evening, we passed great quantities of rock-weed and drift-wood, which made us apprehensive of falling in with the shoals.

In the morning, the island of Luconia was discerned from the mast-head, bearing from East North East, to East South East, distant 12 or 14 leagues, and bore an high and mountainous appearance. As we closed in with the land, the weather became moderate and fine, and the sea entirely subsided. The *Iphigenia* had got up her fore top-mast. At noon the observed latitude was  $16^{\circ} 16'$  North; so that, during the last twenty-four hours, we had experienced a strong Northerly current.

Saturday 28.

Nothing can more strongly prove the danger of navigating the China seas, than the variety of contrary currents which we experienced in so short a time:—During the greater part of the North East Monsoon, it has been generally observed, that a Northerly current sets along the coast of Luconia, as far as Cape Bolinou: there the great body of water rushing through the straits which form the passage between Formosa, this Island, and the Babuyanes, checks this current, and turns it into the China Sea, where it receives a Southerly direction, at the distance of 15 or 20 leagues from the coast of Luconia.

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The currents, at all periods of the North East Monsoon, run strongly to the Southward in those seas, excepting near Luconia; but the streams of them acquire greater force at the distance of 30 or 40 leagues from the shores of this island, than they do off the coast of China: this circumstance may be occasioned by the junction of the waters passing through the straits of Luconia, and those between China and Formosa. Ships bound for China, which are late in the season, might avail themselves of these currents to reach Cape Bolinou, when an easy and pretty secure passage is open to Canton. Indeed, bordering on the coast of Luconia may be attended with great advantages; for, independent of this Northerly current, fine weather is generally experienced. At times, variable winds;—in the very height of the North East Monsoon, it has sometimes been known to blow a smart gale from the South West.

As our apprehensions had continued to increase of being drifted to the southward, the satisfaction we felt at thus getting in with the land may be easily conceived.—Towards the evening of this day it fell calm; but, about nine o'clock, a fresh breeze sprung up from the South West, which made us stand on our tacks, for the night, on and off shore; where we saw several fires, which remained burning during the greater part of the night. Our distance was between six and seven leagues.

Sunday 29. In the morning, the land bore from North North East, to South South East, our distance being about six leagues:—it appeared very mountainous, and was covered with wood, except in some detached places, on the declivity of the mountains. Vast columns of smoke ascended from the interior heights, which denoted population. The latitude at noon was  $15^{\circ} 52'$  North. During the evening and the night,  
we



we continued standing to the land, but could find no soundings with an hundred and fifty fathoms of line.

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The land extended from North by East, to North East by East, distant about six leagues; at which distance we kept steering along the shore to the Southward and Eastward; the latitude was  $15^{\circ} 19'$  North, by observation. The weather was extremely moderate, and pleasant under the land, the sea remarkably smooth, and a continuation of high, mountainous country, covered with wood, presented itself to our view.

Monday 30

At night, it blew a fresh breeze from the Westward; and we stood to the South by East, to make Goat Island, keeping a good look out for some shoals that are said to lie to the Northward of the island.

In the morning, about eight o'clock, Goat Island was seen, bearing North East by North, about the distance of six leagues; the coast of Luconia bearing, at this time, from North by West to South East, at the distance of 14 leagues. From an observation made at noon, the latitude was  $13^{\circ} 45'$  North.

Tuesday 31

Goat Island appeared of a moderate height, and to be well wooded, but without any sign of inhabitants. The Luban Islands were perfect mountains covered with woods:—The Spanish charts, indeed, represent the Lubans as connected by shoals with Goat Island; but we could not perceive any broken water, or procure soundings with one hundred and fifty fathoms of line.

We took the opportunity of the favourable weather we now enjoyed to put the ships in a state of defence. The guns were accordingly mounted, a sufficient quantity of powder and ammunition was filled,

1788. and every other necessary preparation made, as those seas are infested  
JANUARY. with numerous bands of pirates. Two very fine ships had lately been taken by them. One of them was the *May*, of 300 tons, and mounting twenty guns, and had been on a trading voyage from Bengal to the coast of Borneo. General intelligence was received from the Malays of her being destroyed, but not a single person escaped to relate the particulars. Several other ships have very narrowly escaped destruction: indeed, scarce a year passes away, but some catastrophe of this kind happens. The proas from Magindanao and Sooloo issue forth in such swarms, that it becomes dangerous for a weak ship to sail those seas. These proas are manned with an hundred, and sometimes an hundred and fifty men, well armed, and generally mounting pieces of cannon of six or twelve pounders. As soon as a ship is captured by them, a carnage ensues,—and the unhappy few who survive it are carried into irredeemable slavery. These people cruise in fleets of thirty or forty of these proas; nay, sometimes an hundred of them have been perceived in company; and though we did not very much apprehend that they would venture to attack two ships, it would have been an unpardonable negligence if we had not prepared ourselves for whatever might happen. We availed ourselves also of the present favourable opportunity to survey the masts of the *Iphigenia*, and deliver her such stores and other articles as we knew that she wanted, to put her in a respectable state of defence. We therefore sent on board her two additional pieces of cannon with a requisite proportion of powder, ball, and other ammunition; and in return received a quantity of coals for the forges, and several other necessary articles.

Additional reasons continually arose why the ships should separate on the first opportunity after we had cleared these dangerous seas. But, if even there had been no other, the *Felice*, by keeping company with the *Iphigenia*, who was at best inferior in point of sailing, would have been  
very

very much impeded in her voyage; and it was become necessary to make every possible exertion to save our season on the coast of America.

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In the evening the carpenters returned from the *Iphigenia*, and reported the mast to be, in every respect, unequal to the voyage; they even doubted whether it would carry her to Samboingan. The head was quite rotten and supported by the cheeks: good fishes, however, were put on and securely woolded.

At sunset the island of Mindoro was seen bearing South East by East, distant 10 leagues. The wind blew very strong from the East, and it came down in violent puffs from the high mountains of Luban: during the night a press of sail was carried to reach under the shore of Mindoro. The wind blew invariably from the East, so that we became apprehensive of being entangled with the islands called the Calamines, which are not only in great number, but extremely dangerous. The top-sails were reefed, and as much sail as we could well keep abroad was carried, which brought us happily under Mindoro about midnight. It soon after became squally, and as it would have been very hazardous in a dark night, and on an unknown coast, to run, the signal was made to the *Iphigenia* to heave to with her head off shore; we immediately did the same; but she had stretched a-head out of sight, though she answered our signal.— During the night it blew very hard, and we were continually sounding, but could find no ground with an hundred fathoms of line. The inhabitants not only kept numerous and constant fires along the shores, but had even lighted them on the very summits of the mountains.

At day break we occupied much the same situation as when we hove to in the night. The *Iphigenia* was near four leagues a-head, but we made

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Wednesday 1



1788. made sail and joined her by noon. Our latitude was  $12^{\circ} 59'$  North:  
FEBRUARY. The island of Mindoro bore South East by East, —distant six leagues.

The island of Mindoro at sunset, bore from North by East half East, to South East by East, half East; our distance from the shore about six leagues. In the night it was, as usual, very tempestuous, and we experienced a very strong current against us, which caused such a confused sea, that we were apprehensive for our masts and yards. Early in the evening we had shortened sail, and kept a good look out for the shoals that lie between Mindoro and the Calamines. In order to clear them, we hauled close under the shore of the former island; the channel between Mindoro and those shoals being represented as three leagues wide. The fires appeared to be more numerous on the declivity of the mountains, and were kept burning all night.

Thursday 2. At nine o'clock in the morning we perceived the Calamine Islands, bearing South West to South East, distant sixteen or seventeen leagues. The weather had also taken a favourable turn; it was become moderate and pleasant, and we congratulated ourselves very much on entering this channel; as the strong Easterly winds might have blown us to the Southward and Westward of the Calamines, which would have obliged us to have bore up along the coast of Palawan, and made our entrance again into the Sooloo Sea very precarious at this season of the year. We now found the advantage of keeping the shores of the Philippines on board, whenever the winds permitted us; but in accomplishing this we experienced some difficulty from the constant North East and East winds, which obliged us to carry a constant press of sail.

Captain Douglas embraced this opportunity to inform us that the scurvy had made its appearance on board his ship. The carpenter,

two

two of the quarter-masters, and some of the seamen were already ill,—others discovered symptoms which were truly alarming,—their legs swelling, and their gums becoming putrid. They were, therefore, immediately put on a diet,—spruce beer was ordered to be constantly brewed, and served in the room of spirits,—several baskets of oranges were sent on board, whose efficacious qualities in this distemper are well known, and every other antiscorbutic was immediately brought into application, in order to check this early appearance of a disorder, whose continuance would be attended with such fatal consequences.

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We very sensibly perceived the encreasing heat of the weather. On leaving China, we had it piercing cold; and now, on a sudden, we felt the opposite extreme. Such a change, with the heavy dews which fell morning and evening, was a very unhealthy circumstance; nevertheless we were rather astonished, that men who had so lately quitted the shore, where they had a plentiful allowance of fresh provisions and vegetables, and who had not tasted salt meat for many months, should be attacked with such violent scorbutic symptoms, and at such an early period of our voyage. Besides, we were extremely careful in the distribution of their food; the salt provisions were always well steeped; rice and peas were boiled alternately every day; tea and sugar were given the crews for breakfast; they had a plentiful allowance of water, and every possible attention was paid to preserve cleanliness among them: they were never permitted to sleep on deck, lest they should be affected by the unwholesome dews; and no spirits were suffered to be issued in their raw state,—a circumstance of the last importance to all seamen. Indeed these precautions should be redoubled with respect to men who have made frequent voyages to India, as their blood becomes, on that account, more liable to the attacks of this most formidable disorder.

We

1788. We kept steering, during the night, under the shores of Mindoro; the topails were close reefed, and, the weather being very squally, we frequently foundered, but could find no bottom with an hundred fathoms of line, though within four leagues of the land.

Friday 3

This morning we lost sight of Mindoro, and at noon the Island of Panay was seen bearing from North East by East, to South East, distant nine leagues; the weather moderated with the wind from the North East. The latitude at noon was  $12^{\circ} 53'$  North.

The Island of Mindoro is of considerable extent; in some parts it appeared to be only of a moderate height, in others very mountainous, and almost everywhere covered with wood. From the numerous columns of smoke which we observed ascending both from the vallies and the mountains, during the day, and the fires that continued to illuminate the night, there is the greatest reason to suppose that it possesses a considerable degree of population. Some parts which we were able to observe distinctly, appeared to be truly delightful; they consisted of extensive lawns, clothed in the finest verdure, watered with silver rivulets, and adorned with groves of trees, so disposed, either by art or nature, as to form scenes of rural beauty which would adorn the most refined state of European cultivation.

Thursday 4

On the following day we ranged up with the Island of Panay: the latitude at noon was  $10^{\circ} 36'$  North; our distance from the land four miles; and, which is very extraordinary, without being able to find soundings with eighty fathoms of line. Numerous villages appeared on the declivity of the hills, and the whole country formed a most luxuriant prospect. The habitations seemed to be extremely well built, and arranged with great regularity. The hills were verdant, and their gentle slopes



slopes were varied with streams of water running down to the plains, where they flowed round, or meandered through well-cultivated plantations :—the whole forming pictures of nature equal to those which we had seen on the preceding day ; and received every advantage from the very fine weather we now enjoyed.

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Our eyes wandered over the picturesque and fruitful scene now before us, with the most sensible pleasure. We were, at times, within three miles of the shore, which, near the water-side, formed a fine sandy beach lined with cocoa-nut trees, beneath whose shade we beheld the natives, in great numbers, enjoying a cool retreat from the intense heat of the sun, and busied in the various occupations of the day. We very much regretted that we had not time to cast anchor here, in order to have enjoyed some communication with them. It may not be also unworthy of remark, that we did not discover a single canoe or fishing-boat on that part of the coast along which we passed.

At this time a mutiny was discovered on board the *Felice* ; which, however, was fortunately quelled by gentle means, even before it had communicated itself to the whole crew. But, in order to stamp some degree of disgrace upon the business, all the circumstances of it were inserted in the log-book of the ship.

And here it may not be improper to offer an opinion, that, if in long voyages, all the particulars of the good and bad behaviour of the crew were described in the log-book as they arose, such a regulation would be attended with the happiest consequences. Shame will always be found to operate, more or less, on every man, whatever his rank or employment of life may be, who is not absolutely abandoned ; and to such, the severest punishment will have no effect beyond the smarting of the mo-

D

ment.

1788. ment. Indeed I am firmly of opinion, that many a failor, with all the  
FEBRUARY. hardy training of a sea life, and all the insensibility attributed to a sea-  
man's character, would be deterred from an improper conduct, by the  
apprehension of having it registered in the records of the ship, when the  
temporary pain of corporal punishment would be considered with con-  
tempt.

Indeed I cannot but lament the inefficacy of the marine laws to restrain the unlawful behaviour of failors on board merchant ships. It is a real disgrace to the first maritime and commercial nation in the world, to have been so long without an established system of regulations to preserve the obedience of seamen in the trade service, as well as that in the navy. How many ships have been lost, from the licentious, ungovernable conduct of their crews ! and how many voyages rendered unprofitable from the same cause. Nevertheless, it does not appear that any efforts have been made to prevent such a manifest inconvenience to the commerce of our country. Other nations have included merchant ships in the general laws enacted for maritime subordination ; and it is of real consequence to this country to follow such a salutary example, and to form a code of regulations that may operate to keep in a due state of discipline a class of men who are so necessary to the commerce, the strength, and the glory of the British empire.







*Wynce, a Native of Owhyhee,  
One of the Sandwich Islands.*

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## C H A P. III.

*Sickness of the Sandwich Islanders.—Death of Winee; her Character, &c.—  
Destruction of Cattle.—Islands of Basilan and Magindanao.—The Ships anchor  
off the latter.—The Carpenters and Party sent on Shore to cut a Mast, &c.  
—Loss of a China Man.—Spaniards sent on board to compliment the Ships.  
—Both Ships moor off Fort Caldera.—Behaviour of the Spanish Governor,  
&c.*

OUR friends of Owyhee had suffered extremely during the passage Thursday 4  
across the China seas. Tianna, in his constant attendance upon Winee, had caught a fever, which, with the humane anxiety he felt on her account, confined him for some time to his bed. The man from Nootka-Sound, however, possessing a very robust constitution, bore the inconveniences of the voyage with little complaint; but the poor, unfortunate woman justified our fears concerning her, that she would never again see her friends or native land. She every day declined in strength, and nothing remained for us, but to ease the pains of her approaching dissolution, which no human power could prevent. Nor did we fail, I believe, in any attention that humanity could suggest, or that it was in our power to bestow. She had been for some time a living spectre, and on the morning of the fifth of February she expired. At noon her body was committed to the deep; nor was it thought an unbecoming act to grace her remains with the formalities of that religion which opens wide its arms to the whole human race, of every colour, and under every clime, to the savage as well as to the faint and the sage. Tianna was so much af-



1788. FEBRUARY. fected by the circumstance of her death, that we were for some time under very painful apprehensions lest his health might suffer from the feelings of his humanity on this occasion; as he possessed, in a very great degree, that delicacy of constitution which discriminates the chiefs from the vulgar people, and is peculiar to the great men of his country.

Thus died Winee, a native of Owyhee, one of the Sandwich Islands, who possessed virtues that are seldom to be found in the class of her countrywomen to which she belonged; and a portion of understanding that was not to be expected in a rude and uncultivated mind. It may not, perhaps, be uninteresting to mention the cause of this poor girl's departure from her friends and country, which it was her fate never to behold again.

Captain Barclay, who commanded the *Imperial Eagle*, was one of those adventurers to the coast of America, who made a very successful voyage. Mrs. Barclay accompanied her husband, and shared with him in the toils, the hardships, and vicissitudes incident to such long, as well as perilous voyages; but by no means calculated for the frame, the temper, or the education of the softer sex. This lady was so pleased with the amiable manners of poor Winee, that she felt a desire to take her to Europe; and for that purpose took her, with the consent of her friends, under her own particular care and protection. On Mrs. Barclay's departure from China for Europe, Winee was left, as we have already mentioned, in a deep decline, to embark for her country, with the rest of the natives of the Sandwich Islands.

On the morning of her death, she presented Tianna, as a token of her gratitude for his kind attentions to her, with a plate looking-glass, and



and a basin and bottle of the finest China: to these gifts she also added a gown, an hoop, a petticoat, and a cap for his wife; the rest of her property, consisting of a great variety of articles, she bequeathed to her family; and they were deposited with Tianna, to be delivered to her father and mother.

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Nor let fastidious pride cast a smile of contempt on the trifles that composed her little treasure. They were wealth to her, and would have given her a very flattering importance, had she lived to have taken them to her native island. But when we consider the sufferings of her mind, on the reflection that she should never behold her country again;—when we see, as it were, the disappointment of an inoffensive pride preying on her spirits;—when to these causes of dejection are added the pains of incurable disease, increased by the tossing of the billows, and the violence of tempestuous seas,—humanity must feel for those miseries which haunt every corner of the earth,—and yield a compassionate tear to the unfortunate Winee!

The bad weather had, at this time, greatly reduced our stock of cattle,—there now remained of our original number, but one bull, one cow, and one cow-calf;—all the goats, except two, had perished.

At sunset, on the fifth, we had almost lost sight of Panay; Point de Nasso, the southern extremity, then bore East North East, distant seven leagues. The weather was extremely hazy, with the wind from the North East; and we kept steering during the night to the southward and eastward, under an easy sail, for the southern extremity of the island of Magindanao, which we descried on the morning of the 6th of February, at day-break, bearing East, seven or eight leagues distant: it appeared high, and very mountainous. At noon, the latitude

Saturday 6

was

1788. was  $7^{\circ} 22'$  North, and our distance from the land three leagues. The  
FEBRUARY. mountains jutted abruptly into the sea; and from their summits to the water's edge, were covered with wood. We were continually sounding, but could find no bottom with an hundred fathoms of line.

It now became a matter for our choice, either to steer directly to Sooloo, or to the Spanish settlement of Samboingan; the latter, however, was preferred, it being thought by no means prudent to run so far to leeward as the former. Besides, as it was, the continual North East winds made us apprehensive, that we should find it rather a difficult matter to weather Jelolo, or even New Guinea; it was therefore determined to keep the shore of Magindanao close on board, and trust to chance to supply our wants: we continued running down the island till sunset, the shores being bold, and no danger to be apprehended, as we could procure no ground. The Western extremity bore South South East five leagues; and as we thought it rather hazardous to run during the night, the signal was therefore made to heave too till morning; when we resumed our course, at about the distance of a mile from the shore. In the night we had experienced a Northerly current.

Sunday 7

At noon, the island of Basilan was seen, bearing South South West nine leagues. Our latitude was  $7^{\circ} 8'$  North. It had a very singular appearance, from a great number of hills of a conical form; one of which terminated its Eastern extremity, and resembled, in shape, the cap of a Chinese Mandarin. It was a very conspicuous object, being the highest of this curious groupe of hills. This island lies near East and West; and several other islands, but of much less extent, appear off its Western point.

About

About three in the afternoon, we opened the channel that separates Basilan from Magindanao. At half past three, the Southern extremity of Magindanao was doubled; and we entered this channel, which appeared to be of considerable breadth, with several small islands in the midst of it. Our soundings were from twenty-five to thirty fathoms, over a rocky bottom. The South end of Magindanao we estimate to lie in the latitude of  $6^{\circ} 56'$  North; the shore was every where covered with wood, down to the sea.

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At half past four we were most agreeably surpris'd at seeing a small stone fort seated on the Magindanao shore, contiguous to a stream of running water, and about two miles from the South point. At the same time a large village was seen more to the Eastward. The ensign was immediately hoisted, which very soon occasioned the Spanish colours to be displayed from the Fort, and we were now no longer in doubt that the place was Samboingan. It was a square building, with centry boxes at each angle, covered with thatch, and the ramparts seem'd to be crowded with Malaysans; but on the whole it had the appearance but of a very indifferent fortification.

The tide of ebb now came strongly against us, and the signal was made for anchoring, which was accordingly done in eleven fathoms, over a muddy bottom, at the distance of about two miles from the fort, and within a quarter of a mile from the shore, which appeared to be covered with an impenetrable wood.

The boats were immediately hoisted out, and the carpenters sent to examine the nature of the woods. We now observed with our glasses the Spanish colours flying on another fortification adjoining to the village, and before which two gallies were riding at anchor. About five o'clock,  
a small



1788. a small boat came along-side us, with a white flag flying in her bow;—  
 FEBRUARY. she was rowed by four Malaysans, and had on board three Spanish Padres or Priests. At first they appeared to be extremely apprehensive that our arrival foreboded some kind of hostility; but being assured that our intentions were peaceable and friendly, they accepted our invitation to come on board, and having taken some refreshment, they returned to the village; after having cautioned us not to permit any of our people to straggle into the woods, which were infested with Malaysans, who would be upon the watch to make every kind of depredation upon us. In consequence of this very kind and important information, orders were immediately dispatched to the *Iphigenia*, who had anchored about a mile from us, to withdraw her people from the shore.

The carpenter returned about six o'clock, and made a report that every kind of timber we wanted, might be procured.

Monday 3 In the morning an officer, with a strong party, was dispatched with the carpenters to cut down some spars for top-sail yards, and steering sail-booms for the *Felice*; and orders were issued to the *Iphigenia* to send a similar party to cut a fore-mast; in the mean time, the pinnace was employed in sounding and surveying the channel, which was found to contain great over-falls, from five to ten, and thirty fathoms, at a cast, with a very rocky ground.

About noon the carpenters returned on board, having procured a top-sail yard and the booms. They had also felled a fore-mast for the *Iphigenia*. The officer informed us of the loss of a China-man, who was supposed to have strayed into the woods, and to have been seized by the Malaysans. A numerous band of these savages, well armed after their fashion, hovered about the place where the carpenters  
 were

were at work, and as we could not procure any intelligence of this poor  
unfortunate man, there is but too much reason to believe that he fell  
into the hands of the natives.

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At one o'clock a large boat arrived from the governor, who resided at the village, to compliment us on our arrival, and to invite us to an entertainment which his hospitality had prepared. The officer who was employed to bring this polite invitation, confirmed the account of the priests respecting the perfidious character of the natives of the island; and recommended, in the strongest terms, that we should use every possible precaution when we sent any parties on shore. He also informed us that we might procure any necessary timber with more ease and safety in the neighbourhood of the village, which possessed another advantage that might be of great use to us,—the being washed by a rivulet of very fine water. He also added, on the part of the governor, that he should be happy to give us every assistance in his power.

It was, therefore, immediately resolved that the ships should moor nearer to the village; accordingly at two o'clock the tide making in our favour, both ships weighed and anchored abreast of a large stone fort, called Fort Caldera, whose bastions were within an hundred yards of the sea.

The fort was saluted with nine guns, which compliment was immediately returned. The body of the village bore North by East half East, distant about a quarter of a mile; the extremities of Magindanao from East North East, to North North West; and the Island of Basilan from South East by East, to South West by West, distant about twelve leagues.

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## C H A P. IV.

*Our Reception at Samboingan.—Friendly Behaviour of the Governor, &c.—The Spanish Gallies cover our Parties while cutting a Mast.—Sickness of Tianna.—Goes on Board the IPHIGENIA.—Cattle, &c. received on Board.—The Governor visits the Ships, &c.—The FELICE prepares to put to Sea.—Loses an Anchor and departs for America.—Some Account of Magindanao, its Trade, Religion, Inhabitants, and Productions.—Astronomical Observations, Anchorage, &c.—The Village of Samboingan.—Spanish Force and Power.—Riches obtained by the Governor of Samboingan.—Description of a Ball given by him, and the Manners of the People.—Nautical Observations on the Passage between the China Seas and the Northern Pacific Ocean.—Danger of navigating the China Seas.—Account of the several Passages between the two Oceans, with Directions, &c.—Passage between Formosa and the Philippines.—Bashee Isles:—Description of them.*

Tuesday 9

THE Governor of Samboingan, who was a captain in a regiment of infantry at Manilla, received us with the greatest politeness, assured us of every assistance in his power, and supplied us, without hesitation, with whatever refreshments the island afforded.—He was attended by three priests, two of whom were young men, but the third was rather of an advanced age, and had resided on that island during an uninterrupted course of thirty years.

We were conducted into the fort, which appeared to be in a very ruinous state, and were regaled, after the Spanish fashion, with sweetmeats and



and cordials:—a very handsome repast then succeeded, to which the major of the country militia, and other officers were invited. Some of these gentlemen were natives of Manilla, and others of Magindanao, whose complexions were so dark as to approach very nearly to the blackness of the African. The priests enjoyed, as well as enlivened, the hospitalities of the day, and did not appear to be of opinion that they were thrown into that corner of the globe to pass their time in penitence and prayer.

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The rivulet that flowed through the village, after washing the walls of the fort, emptied itself into the sea, at no great distance from our mooring, which afforded us a very convenient opportunity of watering: we accordingly embraced the occasion to replace what we had expended of such an important article.

On the 10th, the governor was so very obliging as to permit the two galleys, completely armed, to accompany the boats of both the ships, that were employed to convoy the carpenters on shore, to cut another fore-mast for the *Iphigenia* in the woods, the first having been found defective, about a league from the fort. About noon they got under sail, and proceeded with the boats, which were also well manned and armed. We had been assured that large parties of Malays were always on the watch, either to commit depredations on the people, or to carry off any unguarded straggler into slavery, from whence they seldom or ever escaped. We were therefore determined to be in such a state of preparation as to secure the object of our little expedition from being materially interrupted by them. About nine the parties returned with a very fine stick, without having seen the face of an enemy.—In the mean time the other operations were proceeding, and every preparation making for the continuance of our voyage.

Wednesday 10

1788. At this place, however, it was resolved that we should separate.  
 FEBRUARY. The *Iphigenia* could not have been ready for sea at least for some days; and even that period had become an object of some importance, from the present advanced state of the year. The *Felice* was provided with every thing she could want, and we therefore prepared to leave Samboingan without any farther delay.

Tianna and Comekala, the man from King George's Sound, were, since the death of Winee, the only persons of their respective countries on board the *Felice*; the rest of them were on board the *Iphigenia*, to which we now consigned the amiable chief of Atooi, as her course comprehended his native islands.—Comekala remained with us, as the destination of our voyage was to his own country.

Tianna had been so sensibly affected by the death of Winee, as to produce a considerable alteration in the state of his health:—his fever continued, and baffled all our attentions to relieve him. The same fate that had separated for ever his unfortunate countrywoman from her friends and native land, pressed home upon his reflection.—He may be supposed to have felt, and sometimes, perhaps, expected that he might hear no more the tender names of father or of husband;—that he might share with Winee a premature grave in the bosom of the ocean.—He was therefore consigned to the care of Captain Douglas, with the hopes that the remaining on shore till his departure, with the novelty of the scenes around him, might abate his disorder, and recruit his spirits with a sufficient degree of strength to bear out the remainder of the voyage.

On the evening of this day, we received on board four fine buffaloes, with grafs and plantain trees for them and our other cattle:—to these were also added a quantity of rice, vegetables, and fruit, with several

very fine hogs ; and it was our design to put to sea without delay : but the wind springing up from the South East, and the weather appearing very gloomy and unfettled, our departure was deferred to the following day.

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As we had now an opportunity to make the governor some acknowledgment for his very friendly attentions, an officer was dispatched with a message of thanks for his kindness to us, accompanied with an invitation to partake of a repast the next day on board the ships, which he very readily accepted. In return for which compliment, he requested our presence at a ball that evening ; some account of which will be given when I come to mention the state, &c. of the island, and its inhabitants.

At the time appointed, the governor made us the promised visit, attended by the three padres, and the major of militia ; and we exerted ourselves to the utmost in our entertainment, to manifest a proper sensibility to the friendship he had shewn us. The priests enjoyed themselves on board the ship as they had done on shore ; and joined in one common sentiment, that nothing tends so much as wine and good cheer to annihilate the force of religious distinctions.—The governor and his suite left us with the most cordial expressions of satisfaction at our reception of them. Thursday 11

At four o'clock, the tide making in our favour, with a fresh breeze from the northward, we hove short ; but had the misfortune to find that our anchor had hooked a rock ; nor could our utmost endeavours disentangle it from its hold, and heaving rather a strain, the cable gave way, and we irreparably lost it. The ship was immediately got under sail, and passing close to the Iphigenia, she gave us three cheers, which we immediately



1788. immediately returned. She had her old fore-mast out, and her carpenters were busily employed in preparing the new one on shore.  
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The very short time we remained at Samboingan did not give us a sufficient opportunity to acquire any other knowledge of this settlement than such as we received from the general information of others. But as this place is so much out of the way of shipping and commerce, I shall not hesitate to repeat the account I received from the communications of the old padre, whose authority may, after all, be considered as of some reliance, from his very long and continual residence on this island.

Magindanao is an island of considerable extent, being about 120 miles in breadth, and 160 in length, and is blessed with a fertile, luxuriant soil.— The interior parts contain several chains of lofty mountains, between which are extensive plains, where vast herds of cattle roam at large in the most delicious pastures. Several deep vallies also intersect, as it were, certain parts of the country, through which, during the rainy seasons, vast torrents pour from the mountains, and force their impetuous way to the sea. The rains and vapours which lodge in the plains diffuse themselves into meandering rivulets, and collecting a variety of small streams, in their course, approach the sea in the form of considerable rivers.

About the middle of the island there are several lakes of no small extent, of which, however, we received no other particulars than that their borders are inhabited by tribes of savage natives, who live in a great measure by plundering those who dwell nearer to the sea. These people consider themselves as free and independent of the sovereign of Magindanao, are of a fierce, implacable nature, and wage continual war with the Mahometans, who compose the principal inhabitants of the island.

island. They are called Hilloonas, and profess no kind of religion, but live in a state of profound ignorance and barbarism.

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The sovereign of Magindanao is a powerful prince, and has several inferior chiefs who acknowledge him as their head. Nevertheless there are others of them who refuse submission to him, and are consequently in a continual state of war; so that peace, at least, does not appear to be one of the blessings of this island. The Spaniards, indeed, assert their right to the entire dominion of Magindanao, but it is mere assertion; for though they have these forts, &c. on the island, it is by no means in a state of subjection to their nation.

The city of Magindanao is situated on the South East side of the island, has a river capable of admitting small vessels, and carries on a considerable trade with Manilla, Sooloo, Borneo, and the Moluccas. Their exports are rice, tobacco, bees-wax and spices; in return for which they receive coarse cloths of Coromandel, China-ware and opium.

This city used formerly to be visited by European vessels of small burthen; but it was a considerable time since any of them had been there. The governor informed us, that the Iphigenia and the Felice were the only European ships that had been seen in these seas during a course of several years.

The Mahometan religion is professed throughout the island, except by the Hilloonas, who, as we have already observed, are governed by no religious principles,—practise no form of worship,—and live in a state of savage freedom.

These

1788. These people are called by the Spaniards, *Negros del Monte*, or Negroes  
FEBRUARY. of the Mountain, on account of their resemblance to the race of Africa, both in their persons and manners. They are supposed to be the original lords of Magindanao, and, indeed, of all the Philippines; the *Isla de Negros*, or Isle of Negroes, is, in particular, entirely peopled by them, where they are at constant enmity with the Spaniards. The Mahometan natives of the island are a robust people, of a deep copper colour, and are esteemed intelligent merchants.

If the Hilloonas are believed to have been the original inhabitants of Magindanao, it is very reasonable to suppose that they fled to the mountains to preserve their liberty, when they were invaded by the Mahometan hosts, which spread like locusts, during the thirteenth and fourteenth centuries, over the eastern archipelago. Their savage ignorance and barbarous dispositions seem to have become so habitual, as to leave them without the least desire, or, perhaps, without even the least idea of any superior degree of intellectual nature. The missionaries whom the zeal for infidel conversion, so well known in the Roman Catholic Church, employed to preach Christianity to these inhuman people, were instantly seized and murdered by them.

The island is well wooded; many parts of it towards the sea-coast, are covered with impenetrable forests: in others, the woods are scattered with a pleasing irregularity, contributing not only to the beauty of the country, but to its comfort and convenience, by shading the hills and vallies from the scorching heat of the sun. The species of trees that are most abundant, are the teake, the poone, and the larch; but its most valuable and precious growth, is the cinnamon tree, which is to be found in every part of the island, and is of a quality by no means inferior to  
that



that of Ceylon. We received samples fresh from the tree, that possessed a delicacy of taste and fragrance equal to any that is brought from thence. Our good friend the padre was so kind as to procure us forty young plants of the true cinnamon tree, which were intended for the Sandwich Islands.

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The air of Magindanao is esteemed salubrious, particularly in the vicinity of the sea. The heat there is not, in any degree, so intense as might be expected, in a country which is situated on the very verge of the torrid zone. I do not recollect to have seen the thermometer at more than eighty-eight degrees, and it was very often so low as seventy-two. The prevalence of the Easterly winds on that part of the coast which is washed by the Pacific Ocean, renders the air cool and pleasant, the trade-wind blowing incessantly on its shores. It acts, indeed, with so much power as to sweep the whole breadth of the island; and though in its passage it loses much of its strength, it retains a sufficient degree of force to afford refreshing breezes to the inhabitants of the Western shore. The interior parts are much colder, from a very cloudy atmosphere, which frequently hangs over the summits of the mountains in thick and humid vapours.

The soil, which is very exuberant, is suited to the cultivation of the whole vegetable tribes. Rice is produced in the greatest abundance; a pecul, or 133lb. may be purchased for a Spanish dollar.

The yam and sweet potatoe are cultivated in the highest perfection. Here are also to be found the cocoa nut, pumble-nose, mangoes, the jack, the plantain, oranges, limes, and, in short, every fruit that is produced in climates of the same parallel.—Indeed nature has been extremely bountiful to the inhabitants, in producing for them the great variety of

1788. tropical productions, without any demand upon their toil and labour.  
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Here are also gold mines, which are supposed to be of considerable value;—and it may be naturally imagined that a knowledge or suspicion of this circumstance first induced the Spaniards to settle on this island:—but as the natives are ignorant of the art of forming mines, they remain unexplored by them; and, as we were informed, little, if any gold has been obtained, but what has been washed down by the autumnal torrents from the mountains which the Hilloonas inhabit, and who are in possession of those parts which are believed to contain the precious ore.—But these mountaineers are too numerous and resolute to resign a situation they have maintained so long, without a severe and bloody struggle, and the Spanish power is, at present, far too feeble to make any attempt to dislodge them.

Every part of the island abounds with buffaloes, cows, hogs, goats, &c.—It affords also great variety of fowls, and a species of duck, whose head is of a fine scarlet colour. Here are also a small breed of horses, remarkable for their spirit. The natives, however, principally employ buffaloes in the various branches of husbandry and agriculture.

The people of Magindanao universally chew the betel and areka, but make a more moderate use of opium than any other inhabitants of the Eastern seas.

The proas of the Malaysans are numerous and powerful; they carry from fifty to two hundred men; and the consequence of their desultory expeditions is bloodshed, carnage, and captivity to the people of the defenceless towns and villages whom they surprize, or the unfortunate crews of vessels which they may chance to capture.

The

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The village or town of Samboingan is situated on the banks of a small rivulet, which empties itself immediately into the sea; and is agreeably shaded by groves of cocoa-trees. The number of its inhabitants are about one thousand, among which are included the officers, soldiers, and their respective families. In its environs there are several small look-out houses, erected on posts of twelve feet high, in all of which a constant guard is kept; so that it appears as if the Spaniards were in a continual state of enmity with the natives.

The houses are built of those simple materials which are of very general use in the Eastern seas. They are erected on posts, and built of bamboo, covered with mats:—the lower apartments serve for their hogs, cattle and poultry, and the upper ones are occupied by the family. Nor did it a little excite our astonishment, that the Spaniards, instead of creating an emulation and improvement among the natives, from their own superior knowledge of the arts and conveniencies of life, should insensibly sink into the manners and customs of the very people whose ignorance they affect to despise. But, though their houses have but little to boast, their piety has produced a decent church, which is built of stone. The fort is a very poor place of defence; and is, as far as we could judge, in an absolute state of decay; for the governor's cautious spirit took care to keep us from any particular examination of it. — Towards the land, its whole defence consisted of a simple barrier, with two or three pieces of cannon. — To a very moderate force indeed, this place would become an easy capture. Indeed, the *Felice* and *Iphigenia* might, without any assistance, have rendered the Spanish power very precarious in this settlement. — The military force consisted of from one hundred and fifty to two hundred soldiers, natives of Manilla, in which place also, the governor himself



1788. was born. They appeared to be in a state of discipline by no means  
 FEBRUARY. unworthy of the fortrefs which they garrisoned.

Samboingan is the Botany Bay of the Philippines, and crimes of a certain nature are punished there by banishment to this place.—We did not see any of the delinquents, but we had reason to suspect that there were several in some kind of close confinement.

Inconsiderable, however, as this settlement may appear, the governor is supposed to clear thirty thousand dollars in the three years of his residence there. This advantage he derives from furnishing the soldiers with cloathing and provision,—from gold-dust, cinnamon, spices, and other contraband goods.

The conduct of the inhabitants was governed by the most pleasing decorum, for which they are solely indebted to the civilizing spirit of the old padre; as his two fellow-labourers in the spiritual vineyard, were rather calculated to deprave, than improve the poor people committed to their charge.—Indeed the former was of that amiable, conciliating disposition, which is so well adapted to the cultivation of savage manners.—We were equally surprized at hearing a very tolerable band of music, which was composed of natives of the country.—It consisted of four violins, two bassoons, with several flutes and mandolins. This unexpected orchestra were acquainted with some of the select pieces of Handel; they knew many of our English country dances, and several of our popular and favourite tunes; but in performing the Fandango, they had attained a degree of excellence that the nicest ears of Spain would have heard with pleasure. The Malaysans possess, in common with other savage nations, a sensibility to the charms of music, and are even

capable

capable of attaining no inconsiderable degree of perfection in that delightful science.

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The good old priest had also taught the greater part of the town to dance; so that the inhabitants of this distant and unfrequented spot, possessed two amusements which are the best calculated to enliven the dull, or sooth the melancholy hours of life. On the evening previous to our departure, the governor, as we have already mentioned, gave us another proof of his polite and hospitable disposition, by preparing a ball expressly for our amusement.

About eight o'clock in the evening, the company met at the governor's house. The ladies, who were escorted by a number of young men of Samboingan, were dressed after the manner of the island, which borders on, as we may suppose it to be borrowed, from the fashions of Manilla. It consisted of a veil which fell gracefully to the ancles, and was so arranged as to heighten real charms, and to make one fancy beauty even where nature had denied it. The arms alone were bare; but the folds were so contrived as half to discover the bosom, while the entire figure, in all the simplicity of nature, could not be described as being concealed from the exploring eye.—Their ancles and wrists were adorned with bracelets of gold, which gave, as may be supposed, somewhat of a richness to an appearance that was already elegant. Many of them were extremely handsome; nor did certain arch looks, which appeared to be habitual, though they were heightened by the dance, render them less agreeable. The Fandango was performed in its utmost perfection;—the minuet was not disgraced by their motions,—and English country dances, several of which were performed in compliment to us, have been often exhibited with far less grace and agility in many of our best assemblies, than in this distant and remote corner of the Philippine Islands.—This amusement

1788. ment lasted till twelve o'clock, when all the company retired, with  
FEBRUARY. every appearance of the most perfect satisfaction.

For such means of innocent amusement, the people are indebted to the venerable padre, who himself joined in the dance. Indeed it would have been not only to the honour of Spain, but of the religion it professes, if such men had been employed, who, like this amiable priest, could make their missions a source of comfort and happiness, instead of accompanying them with that severity of discipline, and cruelty of compulsion, which renders conversion insincere or misunderstood, and is in such direct opposition to the mild and benevolent spirit of Christianity.

The governor, however, with all his civility, would not permit us to land any instruments, in order to make astronomical observations; we were therefore obliged, under considerable disadvantages, to take them on board the ships.

The latitude of the anchoring ground was, by the medium of several good meridian observations,  $6^{\circ} 58'$  North, and the longitude, by twenty observed distances of the sun and moon, taken by good sextants,  $122^{\circ} 28'$  East of Greenwich. At this time the flag-staff on the fort bore North half East, distant half a mile.

The anchorage before the fort is foul and rocky: a-breast of the town it is much better; a sandy bottom and well sheltered, except from the South West quarter, and even then the wind has not sufficient range to produce a sea, or to be attended with any circumstance of danger.

It will not, I trust, be considered as foreign to the design of this work, if I interrupt the progress of my voyage, for a few pages, to offer such  
observations



observations and notices as I had occasion to make on the passage between the Northern Pacific Ocean and the China seas; some knowledge of which course, whether it be pursued to the Northward or Southward of the Philippines, must be of considerable use to Oriental commerce, and be particularly essential to ships that take the Eastern passage to China, which is occasionally preferred, particularly during a war, by those who are bound to the port of Canton, in the North East Monsoon.

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Nautical observations are, at all times, of the greatest importance, and we offer such as we have made, to the judicious reflection of those who may be particularly interested in them. It must, indeed, be considered, that although in the track of the *Felice* and the *Iphigenia* across the China seas, along the Philippines into the Pacific, no dangers were visible to us; yet others, pursuing this route, may be less fortunate, as this very track is generally described as abounding with many. We indeed found a clear navigation, nor have we any reason to doubt, but that, with a proper degree of precaution, ships might find a safe and easy entrance into the China seas by Magindanao and the channel of Basilan.

The Eastern seas are certainly set thick with perils, which, of course, render their navigation exceedingly precarious; nor are the difficulties of it lessened by the circumstance that those perils are, in a great degree, unknown. Ships, indeed, which pursue the common track across the China seas, with the South West Monsoon, have not much to fear, if they do but make the different islands to procure fresh departures.—Lunar observations cannot at all times be taken, a circumstance which should animate vigilance and quicken precaution; of which, too much cannot be exercised in this arduous navigation.

It

1788. It would, by no means, be prudent for ships to work up the China  
FEBRUARY. seas against the North East Monsoon ; and it would, of course, be equally  
hazardous to work down them during the blowing of the South West. The  
currents are in such number, and withal so various, that a ship is im-  
perceptibly hurried into the midst of danger, in which the utmost  
skill and activity will be seldom able, even in copper-bottomed vessels,  
to escape destruction.

It is true, that there have been examples of ships who have accom-  
plished their voyage against the reigning winds ; but they should rather  
be represented as extraordinary instances of good fortune, from having  
escaped a variety of dangers, any one of which might have proved fatal,  
than be cited to encourage others to pursue a similar navigation : for  
besides the risks of a voyage, even if it should be performed under these  
circumstances, the chances are very much against the possibility of  
doing it, when the monsoons blow strong either one way or the other.

As ships, even in the periodical winds, are exposed to dangers, it is  
essentially necessary that they should, at all times, be provided with a  
couple of chronometers ; by the aid of which instruments the positions  
of ships may be ascertained ; for as they are liable to stop, should such  
an accident happen to one of them, the portion of time elapsed, may be  
determined by the other, particularly if they are observed every four  
hours, a circumstance which should be an object of the most careful at-  
tention. Their regularity also should be examined and proved at every  
place where the ship stops a sufficient time to make the necessary trial.

There are many recent instances of very fatal accidents which have  
happened to vessels, during the regular monsoons, from the want of  
these very useful instruments.

The

The ship Hornby, bound from Canton to Bombay, in the month of December, 1788, in a gale of wind, fell in with the island Pula Sapata, in the China seas, and was within a moment of being dashed to pieces. She was so close to the land, that nothing could have saved her but the violent rebound of the surge from the side of a rock; when, by being extremely alert in setting sail, she most fortunately got round it.

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A Dutch ship in the same year, was lost on the Prata shoal; her crew was saved in the long-boat, and got safe to Canton.

In the year 1789, and some time in the month of June, the ship Lizard, bound from Bombay to Canton, was wrecked on the Lincoln shoal. The captain and seven men were all which were saved of her crew. After undergoing the greatest hardships and distress in a small boat, they arrived at Canton.

The Argyleshire, a large country ship, bound from Bengal to China, was supposed to have been lost somewhere in the China seas.

The number of Spanish and Portuguese ships which have been lost in these seas also are by no means inconsiderable; so that too much vigilance and precaution cannot be employed in such an hazardous navigation.

The ship Cornwallis, of eight hundred tons burthen, commanded by Captain William Counfill, failed down the China seas on her voyage to Bengal, in the month of May 1789, when it was to be supposed that the South West Monsoon was set in, and encountered such a variety of shoals, rocks and islands, that her escape was considered as miraculous. And had she not been uncommonly well appointed, and navigated with



1788. superior skill and ability, in all probability she would never have reached  
FEBRUARY. Bengal.

As the following Extract of a Letter from on board this ship may be of considerable use to future navigators of these parts, no apology can be considered as necessary for the insertion of it :

“ MALACCA, *July* 4, 1789.

“ WE arrived here on the 27th of June, after a passage of  
“ forty-five days, from China, which we consider as extremely tedious  
“ for so prime a sailer as the Cornwallis. In our passage down we  
“ had an astonishing set to the Eastward : we could not make either  
“ the Macclesfield or Pula Sapata. The first land that appeared to  
“ view was on the 28th of May, bearing South West half South, distant  
“ four leagues, with a reef of dangerous rocks and breakers, which we  
“ supposed to be the Andrades, being nearly in the latitude of them.—  
“ At half past two, P. M. a shoal was seen from the deck, bearing  
“ South West half West, distant two miles ; and at four, standing to  
“ the South East, we were obliged to tack for another shoal, bearing  
“ South East by East, distant two miles. On the South East end of  
“ this shoal, is a low sandy island, on which we saw the appearance of  
“ a wreck : the weather was very squally ; during the night we deemed  
“ it prudent to stand under an easy sail to the Northward, fearing this  
“ chain of shoals might extend more to the South : the next morning  
“ at day-break, we wore and stood to the shoals, and at ten, A. M.  
“ made them. We were then obliged to haul to the Eastward and  
“ East North East, till three P. M. and thus, by degrees, to clear  
“ the

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“ the different shoals which presented themselves to our view ; eleven  
“ of them forming a deep circle or curve, and are backed to the West-  
“ ward by very extensive branches. They appear to extend from each  
“ extreme, East North East, to West South West, and about twenty-  
“ five miles in extent : and what adds to the danger in making them is,  
“ that they are even with the surface of the water, which if smooth and  
“ unruffled, they cannot be seen, there not being a rock about them but  
“ the first.

“ After clearing this reef, we steered to the Southward ; and the next  
“ day found ourselves in a clear sea.

“ On the 30th at noon, breakers were seen bearing North West  
“ by North, distant eight or nine miles. This reef appeared to trend  
“ the same as the last, and has dangerous rocks along the edge : its  
“ extent is about three leagues : when the reef was seen, we were in  
“ the latitude of  $8^{\circ} 47'$  North, by a good observation ; and by several  
“ sights of the sun and moon, the longitude was  $114^{\circ} 14', 45''$  East,  
“ which made us seventy-two miles to the East of our accounts. After  
“ clearing these shoals, we stood to the South West ; when, on the  
“ morning of the 4th of June, at five A. M. a low sandy island was  
“ discovered with a rock on it : this we saw very plain from the quar-  
“ ter-deck ; and before we could alter the ship's course, we were within  
“ three quarters of a mile of a most dangerous reef of rocks, which  
“ just presented themselves above the water. We had a fine breeze  
“ during the night, and were going five or six knots an hour, but  
“ fortunately it died away about four in the morning ; so that half an  
“ hour more of dark, or the continuance of this breeze, would have  
“ been our inevitable destruction. This reef trends North North West,  
“ and South South East, and is five miles long. Its latitude is  $7^{\circ} 52'$   
“ North,

1788. " North, and its longitude nearly  $112^{\circ} 32'$  East. From our providential  
 FEBRUARY. " escape, we called the island Providence Island, and the reef, Sebastian's  
 " Reef.

" The many dangers we have been exposed to, has made it exceedingly fatiguing:—At last we made the Natumas and Anambas, which  
 " are both egregiously mistaken, both in latitude and longitude."

It appears therefore to be advisable for ships bound to China from Europe, if they do not reach the Straits of Sunda in the month of September, to determine on the Eastern passage, in order to avoid the difficulties we have just described; for, though the East-India ships Walpole, Belvedere and Walsingham, arrived in China in the month of November, 1787, it is a risk that can never be justified but by the most urgent necessity.

The Walsingham came up along the coast of Borneo, and was even favoured with a gale of wind at South West, on the coast of the Philippines, but nevertheless escaped such dangers as no prudent man would wish to re-encounter.—The Walpole reached the coast of Luconia, and made a good passage, though Captain Churchill found it equally dangerous; while the Belvedere, Captain Greer, pushed at once through the China seas, though the monsoon was supposed to have set strongly in.

These are instances of good fortune, which are rather to be considered as happy escapes from danger, than examples to imitate:—for it would surely be much more prudent to determine on an Eastern passage, particularly if Java-head is not reached by the tenth of October.



The straits of Balli or Allas may, in this case, be safely passed, as Mr. Dalrymple's charts are very accurate; from thence the course is continued to the Macassar Straits, employing every necessary precaution on account of the islands and shoals that lie between those straits.

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The straits of Macassar are not without dangers, though they are but but few, and well ascertained; the Experiment and Captain Cook passed through them, and made very good observations on their passage\*. The Experiment, indeed, got on shore, and received some little damage. In the North West Monsoon there is generally a current setting through to the Southward; the waters from the Pacific Ocean and Sooloo Archipelago being confined here, form, in general, this Southerly drift. In the passage of the straits the winds are variable; but when it is cleared, they will be found to the East and East South East; and there is then little or no reason to doubt the being able to reach up under the shore of Magindanao, which is preferable to the island of Sooloo: here, at times, the winds are Westerly, particularly in November and December; the making Sooloo, therefore, would be attended with disadvantages, as the currents and winds might render it difficult to get up to Magindanao, independent of a number of dangerous shoals and coral reefs, that are scattered between Sooloo and Basilan: whereas, between the head of the Macassar Straits and the South Eastern extremity of Magindanao, there is no very imminent danger.—We sailed through this channel, between Jelolo and the island of Morotay, and re-entered the Pacific ocean to the Southward of this island.

\* These ships were bound on a trading voyage, from Bombay to the North West coast of America, in 1786.

1788. The currents here set South West, and with the wind to the East-  
 FEBRUARY. ward; it is nevertheless very practicable to reach the island of Basilan, and, of course, Samboingan, where every necessary refreshment is to be procured. We then steered our course to Sanguir, and those small islands which lie between it and the Southern extremity of Magindanao. These islands are tolerably high, and well wooded, and surrounded with no danger but what is apparent, and therefore may be avoided. Sanguir is well inhabited, and affords refreshments of various kinds. It is also said to abound in spices, with which it carries on a trade with Magindanao. We found Easterly winds to prevail here with very little deviation.

Between the islands of Basilan and Sanguir, there are several small islets, which are not laid down in the charts; but we did not perceive any circumstance of danger about them.

The passage by Samboingan is certainly much more eligible than that to the Eastward of Magindanao. Indeed to get to the Eastward is a matter of great difficulty.—It cost us a great deal of time, trouble and vexation, to reach only the 147th degree of longitude: besides the track is strewed, as it were, with perils; small, low sandy islands, and numbers of reefs of coral rocks are every where visible, which, during a dark night, would prove almost a certain destruction; and, to encrease the hazard, no soundings are to be procured, to give any warning of the approaching danger. But, even if we suppose these rocks and shoals to be cleared, it would not be prudent to tack before New Guinea is weathered; and, lastly, the course to the Northward is to be considered as lying through those dangerous islands, the Carolines, whose position has been considered as very uncertain, till it was ascertained by the *Iphigenia*, as well as the contiguous shoals; and, in particular, the Shoal Abregoes,  
 \* whose

whose existence was universally doubted, but is now found to be placed in the track of ships entering the China seas from the Pacific ocean, between Formosa and Luconia.

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If the passage to the Westward of Magindanao be preferred, there is no danger to be apprehended, at least, that we saw, from entering the channel of Basilan: in the latter, considerable overfalls will be found, but nothing else, up to the place of anchorage off Fort Caldera. This passage is also by much the shortest; and, in our opinion, to be, in every respect, equal to that of the Pacific Ocean, exclusive of the very important consideration of refreshing the crews of ships.

On leaving Samboingan, the navigator should hug the shore of Magindanao close on board, as much as possible, as the wind will be generally found to blow off the shore, which is steep close to, and no danger to be apprehended from it. The directions of anchorage are already expressed in the account which has been given of the settlement of Samboingan.

From Magindanao, it will be proper to steer a direct course for the South part of the Island of Panay;—if the wind is not very favourable, it will be necessary to border the coast of the Island del Negros; nor is there any danger to be apprehended from steering close to Panay, as it has a very bold coast, till the West point of the Island of Mindoro is reached: from thence the course lies to the coast of Luconia, where considerable advantage will be received from the currents which run to the Northward, during the period of the North East Monsoon, off Cape Bolinou, from twenty to twenty-five miles in twenty-four hours, and oftentimes as high as Cape Buxadore.



1788. The greatest precaution should be observed about the period when the  
FEBRUARY. monsoons change,—a time to be dreaded above all others in the China  
seas ;—if, therefore, ships should have reached Samboingan any time in  
the month of October, it would be extremely proper for them to remain  
there till the North East Monsoon is set strongly in. After October,  
the passage to and from Manilla to China is always certain. Even the  
worst of the Spanish ships, and they are the most miserably equipped of  
any vessels in the world, work up the coast of Luconia to the height of  
the island, assisted by the Northerly current ; they then stretch over to  
the coast of China, and are certain of effecting their passage.

On the whole it is evident, that this route is the safest, as well as the  
most expeditious ; and, at all events, superior to that of the West coast  
of Borneo.

If the Pacific Ocean should be preferred to effect the passage by  
stretching to the Eastward, and then tacking to weather Luconia, it  
would be right to stand to the East till the coast of New Guinea is  
weathered, and the 150th degree of longitude is reached ; when it is  
probable, that the dangerous groupe of islands, called the Carolines, will  
be weathered ; amongst which are included the Pelew, and other low  
islands, which are surrounded by reefs of rocks to a great distance, and are  
without any soundings to give notice of danger in dark and stormy nights.

Between Magindanao and New Guinea, there are so many clusters of  
these low islands, as to require, and almost to baffle the utmost vigilance  
and precaution.

When to the Northward of these dangers, the Bashee Islands may be  
made, seen by Dampier, or the Island of Botol Tobago Xima, seen by  
Lord

Lord Anson ; but it would be the best way to make the latter, exercising every possible degree of attention to avoid the Abregoes shoal, which is extremely dangerous. When Botol Tobago Xima is visible, one may steer without the least apprehension, even in the darkest night, South West 14 leagues, when the rocks of Ville Rete will be rounded at a moderate distance, and the China seas may be entered by hauling up to the Northward and Westward. There is a small rocky islet, bearing nearly East of Botol Tobago Xima, some miles distant ;—and great attention should be paid that the former may not be mistaken for the latter.

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The rocks of Ville Rete are extremely dangerous ; they form in a cluster, and are surrounded by breakers ; the largest of them is about the height of a small ship's hull out of the water : they bear off the South end of Formosa, South Westerly, five leagues. We thought that, from the mast-head, we could distinguish a channel between them and Formosa.

The last time we made Botol Tobago Xima it was almost dark,—the weather stormy and hazy ; and, very shortly after, it blew a tremendous gale of wind at East. We steered South West 15 leagues, and hauled up West and West North West, and entered the China seas at midnight, without seeing any thing of Formosa. The longitude of these places is laid down by us from good observations of the sun and moon. In this run, the general account must be laid in having a strong current setting to the Westward, from the moment a ship puts her head to the Northward.

The land generally made on the coast of China is about the Pedro Blanco, or White Rock : from thence, within the Lema Islands, is a safe passage to Canton, and no danger of any kind to be apprehended. By this course the Prata shoal, whose dangers are so well known, is avoided.

1788. If a ship enters the China seas by making the Bashee Islands, her  
 FEBRUARY. passage to Canton may be endangered, from the strong Southerly currents at that season. This passage, therefore, is not so secure as the former, particularly as the Spaniards have seized these islands, and established a force on them, though at present of no great strength or power.

The Bashee Islands, however, are bold and safe;—we were here in 1786, and procured refreshments. It may not be generally known that the Spaniards have taken possession of them. But so it is; and a governor resides on Grafton Isle, with about an hundred foldiers, several officers, a few priests, and five or six pieces of cannon, which are mounted before his house; but without fortification or defences of any kind.

Our stay at these islands was so short, as not to afford us an opportunity of attaining any thing but a very general information concerning them; but, as very few ships have ever been known to visit the Bashee islands, it may not only satisfy curiosity, but be of use to the Oriental navigation, to offer such intelligence as we possess from our own observation, or the information of others.

These islands, which are situated between Formosa and Luconia, are five in number,—besides four small rocky islets, which, however, are covered with verdure. Dampier gave the following names to the five larger of them: Grafton Island, which is the most considerable,—Mouth Island, which is the next in size,—Goat Island, Orange Island, and Bashee Island, which are much smaller than the two former. They are inhabited by a race of strong, athletic men, who have been hitherto happy in a soil that produced every thing necessary for their support and





*Baylee Islands.*



*Islands:bro" which L. Anson pass'd.*

*Orange Island?  
Top of Orkney Island seen over it.*



*Island of Botol Tobago Yema?  
First seen by Lord Anson.*



*The S. W. extremity of Magin dunes.  
bearing S. by E. to E. S. E. distance of 1000 leagues entirely covered with Woods.*

comfort:—But we cannot suppose that the happiness these people possessed will find any addition from the yoke of Spain.

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Orange Island lies North and South, and is almost inaccessible on every side: it is entirely flat at the top: at the distance of four leagues, on approaching it from the China seas, the peak on Grafton Isle is very discernable over this high flat. We should suppose, that the island is fifty feet above the level of the sea.

On the North of this island, are four rocky isles, called Anson's Rocks; two of them are within three miles of the North end of the island.—We entered this passage and discovered no danger: a large ship might even brush her sides against Orange Island. The other two stand four or five miles from the former, and from that passage which Lord Anson made in the Centurion.

Grafton Island is situated to the East of Orange Island; stands nearly North and South, is of considerable extent, being about thirteen leagues in circumference, and has a good anchorage on the Western side. About two miles to the Southward of the town where the governor resides, is a small sandy bay, where we anchored in nine fathoms, about half a mile from the shore; the soundings gradually decreasing from forty fathoms to nine fathoms; but the bank does not run off more than two miles. The latitude of the ships position was  $20^{\circ} 36'$  North, and longitude, by observation of sun and moon,  $122^{\circ}$  East of Greenwich.

The appearance of this island is extremely beautiful and luxuriant; and the supplies we received very well answered to the charming scene of their production. The natives brought us abundance of the finest yams in the world, with sugar cane, taro root, plantain and other vege-



1788. FEBRUARY. tables : we also received hogs and goats in great plenty, but very little poultry. Iron was the favourite commodity of these people, though beads, at times, seemed to possess an equal, if not superior value.— Indeed, since the Spaniards have possessed themselves of these islands, money as well as iron are in use among them. In the time of Dampier, beads were the only medium of their commerce. We left the governor a breed of Bengal sheep, which, when put on shore, roamed in a clover pasture, and on a soil of exuberant fertility. There can be no doubt but that those animals will thrive in their new abode, and that future navigators stopping at these islands, will meet with a plentiful supply.

The water on the island is very fine, in great abundance, and close to the beach ; a small reservoir being formed there, which is supplied by a rivulet that flows from the mountains.

A Spanish force arrived at these islands some time in the year 1783, to take possession of them ; with what view it is, by no means, difficult to conjecture, when it is known that they were supposed to contain mines of gold. We certainly saw a considerable quantity of gold dust in the possession of the natives, and several small pieces which, in all probability, had been washed down by the torrents from the mountains, and found in the beds of the rivulets with which these islands abound.— These, some of which we purchased, were manufactured into thick wire, and worn as ornaments in their ears, or about the necks of the children.

They are well inhabited by a race of inoffensive people, whose chief delight consists in drinking a liquor called bashee, which is distilled from rice and the sugar cane. In the evening, men, women and children meet in crowds on the shores, with torches in their hands, and drink bashee till they are intoxicated, when they engage in dancing, and display every

every mark of satisfaction and contentment. It is, however, very much to be feared that these islanders must have already found a mortifying interruption to their festive pleasures, from the tyranny and bigotry of Spanish dominion. 1788.  
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The weather in the South West Monsoon is extremely tempestuous; and when gales of wind blow here, they are of the most stormy and violent nature.

The currents and tides run rapid and strong, particularly along the Southernmost of these islands, all of which are low; it is necessary, therefore, that ships should give them a good birth in their passage between these islands and Formosa.

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## C H A P. V.

*Departure of the FELICE from Samboingan.—Pass the Felice's Isles.—Mention of the Orders and Instructions given by the Merchants Proprietors for performing the Voyage.—Extraordinary Change in the Temper of the Buffaloes received on board.—Pass the Island of Magindanao.—Rapidity of the Currents.—Escape the Island of Providence.—Pass the Takur Islands.—Island of Sanguir.—See the North Cape.—Impossibility of Weathering it.—Invariableness of the Trade Winds in the Pacific Ocean.—Bear up to Leeward of the North Cape.—Pass the Island Riou.—The Channel between Morintay and the Island of Felolo.—Fragrance of the Air.—Pass the Southern Extremity of Morintay.—Reach the Sea.—The Latitude of Morintay ascertained.*

Tuesday 12.

**O**N the 12th of February, at day break, we had lost sight of Samboingan, and pursued our course along the coast of Magindanao: the latitude at noon was  $6^{\circ} 34'$  North, and the extreme part of the island in sight, bore West North West, distant twelve leagues. The island of Basilan bore from South West by South, to West North West four leagues: in this position the hill we have already mentioned, as resembling a Mandarin's cap, was very conspicuous.

We observed two small islands situated between Magindanao and Basilan, bearing North by East, distant four miles: they were not of any great extent, but entirely covered with wood. As they bore no place on the charts, they were named Felice's Isles.

A con-



A considerable current had set us during the night to the North East; the wind blew fresh from the Northward and Southward, and at sunset we could but just discern the island of Magindanao. 1788.  
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Previous to our departure from Samboingan and separation from the Iphigenia, the orders and instructions marked Number II. in the Appendix, were delivered to Captain Douglas, for the guidance of his future conduct. Those marked Number I. were delivered by the merchants proprietors before our departure from China. These instructions contain at large the motives to, and real objects of, the voyage; and it will not surely be erring from the truth, if it is asserted, that they do not contain a single expression inconsistent with that humanity, or derogatory of those principles which it is the honour of British merchants to adopt, in conducting their commerce in the different quarters of the globe. These orders and instructions may be said, without any fear of contradiction, to breathe, in every part of them, that spirit of benevolence and justice, and to contain those honest incitements to industry, which, in whatever part of the habitable earth they are exerted or employed, must ultimately tend to the honour of humanity, and the advantage of our country.

On the 13th, we continued our course, with light and variable winds; the weather sultry and cloudy. By six in the evening, we had lost sight of the South Western extremity of Magindanao; off which we had perceived an island of a remarkable appearance, that wore the form of a mountain, whose sides shelved almost perpendicularly to the sea. Wednesday 13

During the night we had heavy rain;—our course was to the Southward and Eastward; to close in with the South East end of Magindanao, which,

on

1788. on the following morning, we had considerably neared; when we found it  
 FEBRUARY. to be high and mountainous, and entirely covered with wood from the  
 Thursday 14 sea to its summit. We frequently sounded, but procured no ground  
 with one hundred fathoms of line. The latitude at noon was  $6^{\circ} 2'$  North,  
 at four P. M. the extreme point of Magindanao in view, bearing East  
 half North, distant eight leagues; we hauled to the East South East to  
 double the Southern extremity.

Friday 15 An extraordinary change now took place in the spirit and temper of  
 the buffaloes which we had received on board at Samboingan. They were  
 so extremely wild and fierce, that it was with great difficulty and some  
 danger we were able to embark them; and so dexterous are they in the  
 management of their horns, that even the natives did not venture to  
 approach them in their new situation. But the natural ferocity of their  
 nature seemed at once to abandon them, and they were already become  
 so tame as to eat out of the hand, and were actually much less vicious  
 than our other cattle.

On this morning, we found that a considerable current had set us to  
 the Southward of Magindanao. It bore from us North, distant about  
 11 leagues: the Southern extremity formed an high promontory, which  
 wore the appearance of an island.

We now congratulated ourselves on entering the Northern Pacific  
 Ocean with so little trouble; but this satisfaction was very much di-  
 minished from the unfavourable state of the wind, which we found to  
 blow from East North East. The latitude at noon was  $4^{\circ} 58'$  North,  
 and the longitude  $126^{\circ} 36'$  East of Greenwich. At this time we per-  
 ceived two small islands, bearing South South East, distant five leagues;

and the promontory of Magindanao was yet in sight, bearing North, distant 13 leagues. 1788.

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The current now set us so strongly to the Southward, that we could not weather the two little isles seen in the South South East; and perceiving a clear channel between them of a mile and an half, we determined to push through it. These islands are lofty, and covered with wood. From the North and South points of the Northernmost island, there runs a spit of land for half a mile; and some detached rocks from the Northernmost point, at about a mile distance: on these rocks we observed a few scattered trees, which render them very remarkable. When in mid-channel between the islands, we sounded, and had sixty fathoms, with white and red shells. We had scarce passed through, when the Southernmost island opened into two distinct ones, with the appearance of a channel between them. At the same time, we saw another island, bearing East South East, distant four leagues, which was also covered with wood; and from the mast-head we discerned a dangerous shoal and reef of rocks, which extend near three miles from its South End, and are very remarkable from their whiteness. Another island appeared on the lee-beam bearing South South East, distant eight leagues; and, in this position, the promontory of Magindanao bore East North East, distant 18 or 20 leagues.

Our situation differed, at this time, from every chart in our possession; it became necessary, therefore, to proceed with the utmost precaution through this archipelago. The North Cape on the Island of Morintay, by our account, bore East North East 134 miles; and the Cape of Good Hope, or Northern extremity of New Guinea, South East, 470 miles. The wind kept steadily to the East North East; and as we passed those islands, we found ourselves drifted almost bodily to leeward



1788. by a rapid Southerly current. Such a continuation of unfavourable circumstances left us no very flattering prospect of being able to weather the North Cape; besides, we were not without apprehensions that we should be obliged to bear away, and run through such a dangerous cluster of islands as the Moluccas; a navigation which is considered as the most dangerous in the Indian seas. We were not, however, without some expectations, that the near vicinity of the Sun to the Line would produce some abatement of the influence of the North East Monsoon. But, after all, taking both the favourable and unfavourable circumstances in a proper point of view, with the dark and tedious nights, the course before us could not be considered but as replete with difficulties and perils, both of which must be greatly augmented, if tempestuous weather should unfortunately overtake us.

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The current, like a vast, but steady, rapid stream, swept us bodily to leeward:—it ran, at least, three miles an hour; and we had every reason to believe, that it ran much stronger as it approached the Straits of Macassar. Indeed, it swept us away so much, that we were not able to reach the island seen in the South East by East quarter, by five leagues.

During the night of the 15th, we had a great deal of wind, but the sea was uncommonly smooth; a certain sign that we were in the vicinity of some great body of land. We kept steering to the South East by East, with a steady gale to the Northward and Eastward. The courses were hauled up in the brails, in order to see more distinctly, and to be in a state of preparation to haul upon either tack, to avoid any immediate or pressing danger. These precautions proved to be extremely necessary; for about midnight we discovered, by the light of the moon, that we were close to an island, covered with a white sand, and almost on a level with the water. We very fortunately perceived this dangerous object,

object, near half a mile from us; and had sufficient time to put the helm a weather, and bear up to leeward. We then sounded, but found no ground with an hundred fathoms of line. We continued, however, to give it a good birth until two in the morning, when we lost sight of it, and then resumed our course to the East South East, with a fresh gale from the North East.

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These low, sandy islands, which are scattered every where near the Line, render the navigation of those parts of a very perilous nature. No soundings can be obtained to warn the navigator of the approaching danger: so that in a dark night no vigilance or precaution is sufficient to secure him from the imminent hazard of destruction.

At sun-rise, land appeared, extending from North West to West, at the distance of 16 leagues. The small, low, sandy islet seen in the night, we judge to lie in the latitude of  $4^{\circ} 1'$  North, and in the longitude of  $127^{\circ} 10'$  East, to which we gave the name of Providence Island. At noon, the latitude was  $3^{\circ} 32'$  North. During the last twenty-four hours, we experienced a current that set the ship thirty-three miles to the Southward. The longitude was  $127^{\circ} 58'$  East. Land was now seen in almost every direction, extending from East North East to West North West; and, to the Northward and Eastward, appeared broken and detached, as if composed of a groupe of islands. The Westward land was distant from us about 15 leagues.

Saturday 16

At sun-set, the body of the windward isles bore North North East, at the distance of 14 leagues. Our position was now extremely doubtful; nor could we reconcile it to any of the charts on board. We were, indeed, inclined to suppose, that the land to the North North East consisted of those islands named the *Talour*, and the land to the Westward

1788. the Island of Sanguir. If our conjectures were right, the currents must  
FEBRUARY. have acted on us with great force in setting us to the Southward; and  
it now became a matter of painful uncertainty if we should be able to  
weather the North Cape; which was an object of the utmost importance.

We had, indeed, flattered ourselves, that, on our approach to the Line, we should have experienced variable winds; but hitherto the wind stood, as it were, immovably to the East; nor did it seem inclined to give us a point of advantage. Our present situation, therefore, as well as our future prospect, was clouded with uncertainty; and the chance was but too probable that we should be driven to leeward of Jelolo, and consequently be forced to encounter a navigation of the most difficult nature.

We were fully convinced, that, if the North Cape could not be weathered, a passage must be attempted through the Moluccas, to the Southward of Jelolo, where there was good reason to expect that we should meet, if not the North West Monsoon, at least with such variable winds as would allow us to re-enter the Northern Pacific Ocean by Pitt's Straits; but even then, it was by no means certain, whether we should be able to weather the coast of New Guinea; nor could we reflect, without extreme mortification, on being obliged to run down its Western coast, and, by Endeavour's Straits, to reach the Southern Ocean; as such a course, during which the long and dark nights would continually obstruct and delay our progress, must, in the end, totally defeat the purpose of our voyage.—On the other hand, if we stood to the North, in order to beat round New Guinea, against a strong monsoon, there was every reason to believe that we should fail in our purpose: indeed, we found it necessary to give it up, from the evident impossibility of effecting it, without a great waste of that time of which we had so little to spare. These difficulties were of a nature not easily to be overcome;



come; and the event proves how narrowly we escaped from encountering the very obstacles which our apprehensions had placed before us.

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During the night of the 16th, we continued steering to the East South East under a press of sail. The moon shone clear and bright, so that any danger round the horizon would have been readily discerned.

On the morning of the 17th, land was seen a-head, bearing in the direction of East, at the distance of 12 leagues; and to leeward, land was also seen bearing South South West. The latitude at noon was  $2^{\circ} 40'$  North. The North Cape now bore from us East, Northerly, at the distance of 14 leagues. The wind blew steadily from the North East and East North East, with a strong Southerly current.

Sunday 17

We continued closing in with the North Cape, in expectation of receiving the advantage of a land wind; when, at six in the evening, being within two miles of the island of Morintay, we were obliged to tack and stand to sea for the first time.—We could not find any soundings with an hundred fathoms of line.—But although we were so unfortunate as to fall to leeward of the North Cape, we were determined not to relax in our endeavours, till we were convinced of the impracticability of weathering it; and it was with this view we tacked and stood to sea.

Monday 18

By ten o'clock in the morning, we were again close in with the island of Morintay, having tacked at midnight for the shore; but neither at sea, or close in with the land, were we so fortunate as to experience any alteration of the wind in our favour. We had also the mortification to observe, that the Southerly currents had set us during the

1788. the night, bodily to leeward of the position we had occupied on the  
FEBRUARY. preceding evening. At noon the latitude was  $2^{\circ} 35'$  North, and we had entirely lost sight of the North Cape, which now bore East by North, distant 17 leagues, immediately in the wind's eye.

The impracticability of effecting our object was now become so apparent, as to embarrass our situation with a choice of difficulties. We discovered, however, a narrow channel between a small island, bearing South South East, at the distance of four leagues, and the island of Morintay. Jelolo was also very discernible: the Northernmost point of which bore South West, distant only 13 leagues. Between this point and the island we have just mentioned, there appeared an extensive channel; we had, therefore, no other alternative, but to make our passage through it, and round the Southern extremity of Morintay, without risking any more of our time, which was now so precious, in fruitless endeavours to weather the North Cape against winds, currents, and sea.

We were perfectly aware, that, having once entered upon this course, there would be no possibility of returning; as well as that it might entangle us in the shoals of Jelolo and the deep gulph of Chiau-w, which is also filled with shoals and shallows, and into which the monsoon perpetually blows, backed by constant currents. Such a combination of circumstances were more than sufficient to convince us, that in prosecuting our present design we must be governed by an unremitting perseverance. Accordingly, at noon, we bore up for the channel between the islands Riou and Jelolo; and by four P. M. it was open, and appeared of sufficient breadth to navigate; but in the middle several small, low, and sandy islands were situated, which might, in some measure, interrupt, if not endanger the navigation of the channel; we, therefore, pursued our course along the coast of Riou, at the distance of two miles:

—the

—the land was every where covered with wood to the water's edge; but, as far as we could discover, without the vestige of an habitation. We could not obtain soundings with forty fathoms of line.

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At half past four, the high mountains of Jelolo appeared to rear their summits above the horizon, which immediately settled the critical nature of our situation. We had now advanced so far, that any attempt to return would have been the extreme of folly;—the channel was already passed, but the Island of Morintay extended a great deal farther to the Southward than any of the charts had laid it down:---Riou was also passed; and now a deep, capacious channel was formed by Jelolo and Morintay, of near 12 or 13 leagues in extent. The great gulph of Chiau was now under our lee;—a range of low, sandy islands, connected with shoals, were situated about five leagues off Morintay, in the channel along which we steered. The moon shone very bright, or we should not have ventured to proceed during the night. The wind blew strong from the North East; and men were constantly kept in both chains, to attend to the soundings, as well as on the yards, to look out for broken water, or any other circumstance of danger. As we passed those islands, the shoals appeared very plain, at the distance of about four miles, and we could see a dreadful surf rolling over them. Our soundings were now from six, seven, to eight fathoms, very regular, and over an hard, sandy bottom. On getting more out into the channel, we had fourteen, twenty, and sometimes even thirty fathoms, with the same kind of ground. These islands extend near five leagues, North and South,—are about five leagues from Morintay, and eight from Jelolo. We think it would be increasing the incidental hazards of this channel to pass between the islands and Morintay, as we found a strong and rapid current setting us almost due South.



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It was greatly to our mortification that we passed this channel during the night, as we were thereby prevented from sending boats on shore to examine the nature of the soil, and to look for turtle, as low, sandy islands are places where they are generally found. In our passage we perceived the air to be strongly perfumed with spicy odours; some of us even imagined they could distinguish the peculiar fragrance of the nutmeg plant.

Tuesday 19

As we cleared this chain of islands and shoals, we kept as close to the wind as possible, to near, once more, the South end of Morintay, which we happily effected by break of day on the 19th, being only three leagues from it. We kept steering thus till noon, when the latitude was  $1^{\circ} 47'$ , the extremes of the island of Riou bearing from South West by West, to South West, one half South, distant nine leagues; and the extremes of Jelolo bearing from South South West, to South East, distant eleven leagues: in this position the channel we had sailed through was entirely closed.

Wednesday 20

Our course was continued to the East South East, with the wind from the North East, but light, till the 20th; when at noon, we had, to our great joy, a considerable offing towards the sea; the latitude was  $1^{\circ} 56'$  North, the island of Morintay bearing from South by West, half West, to West by North, half North, distant sixteen leagues; and the island of Jelolo bearing from South by West to South West, distant fourteen leagues. Thus we most happily reached the sea, without any material loss of time, and through a channel which, in any other situation, we should not have ventured to pass; though we saw nothing to prevent a ship passing it with ease and safety, by following the example of our precaution, and attending to the particular circumstances which have been just related;—The bearings are marked with all possible care and fidelity,  
for

for the benefit of any navigator, who, from preference or necessity, may think proper to follow our course.

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From Magindanao we had hitherto experienced a continuance of strong currents, setting to the South and South West; the wind invariably at North East; and, in the whole track, from that island to Morintay, we have noticed most of the dangers which lie between them.

We consider the Southern extremity of the island of Morintay to be in the latitude of  $1^{\circ} 40'$  North, and the longitude  $128^{\circ}$  East of Greenwich:—The land which was seen on the 16th, must have been, as we then conjectured, the Talour Isles, and the Island of Sanguir.

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## C H A P. VI.

*Ship's Course pursued to the Eastward.—Currents set her to the Island of Wagiew.—Symptoms of the Scurvy among the Crew.—Wind veers, for the first Time, to the North West.—Pass Wagiew and the dangerous Tatee Isles.—Freewill Isles seen.—Natives come on Board.—Their Joy at seeing Iron.—Some Account of those Isles.—Their Latitude and Longitude, &c.—The strong Currents in their Vicinity.*

Friday 22

**N**O material occurrence happened till the 22d; the course was kept to the East South East; the wind blew steadily from the North East, and we daily experienced a Southerly current. At this time the Northern extremity of New Guinea bore from us in the direction of East South East, distant 120 leagues, when we saw land, bearing East South East, to West by North, at the distance of about nine leagues from the body of it. The land to the Westward we concluded to be the Island of Wagiew, which forms the Northernmost part of Pitt's Straits; but of the land to the East we could form no conjecture, as none appeared to be marked on the charts in that direction. The latitude at noon was only 22' North of the Line, and the longitude was 131° 10' East of Greenwich. At this time the Island of Wagiew extended from South East by East, to West, and our distance from the body of it might be about six leagues.

In this situation we were drifting bodily to leeward on Wagiew, and found it to be almost impossible to double the extremity of this island,  
much



much less New Guinea, without some favourable alteration of the winds, which had hitherto never varied from the North East; besides, the strong Southerly currents had now set the ship thus far, so that we were altogether in a situation surrounded with circumstances of uncertainty and embarrassment. We scarce knew how to expect a change that would be propitious; and, nevertheless, a patient expectation of it seemed to be almost the only resource, such as it was, that remained to us. The weather was extremely sultry, but the winds were light, which was the only favourable circumstance of which we could boast. A persevering spirit, however, sometimes surmounts dangers that appear to be insurmountable, and we determined to continue the exertion of it.

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This day, at noon, we had made no progress whatever. The latitude was  $0^{\circ} 20'$  North of the Line; and the longitude was  $131^{\circ} 30'$  East. We were now distant only five leagues from Wagiew, which extended from East South East, to West South West. The land bore a very different appearance from that which we had hitherto seen:—it was extremely high, composed of broken and detached hills, and presented, as far as we could discover, a very barren aspect.—It ran due East and West, and all the hills shelved abruptly into the sea. We could procure no soundings with one hundred and fifty fathoms of line. A small island was also perceived in the North East quarter.

Saturday 23

Thus were we approaching every moment nearer to the land, without any prospect of such a change as would reward our perseverance.—We had now been pursuing, for a long month, an intricate and fatiguing navigation, without having made any considerable progress. The sultry heats also began to affect several of our people; and the expectation of the tedious passage to America, with which we were threatened, rendered

1788. the crew not only dissatisfied, but despondent. Symptoms of the scurvy  
 FEBRUARY. had begun to appear, in spite of our strict adherence to those admirable  
 rules of regimen so happily conceived, and successfully practised by Cap-  
 tain Cook. We had now redoubled our attentions to keep off the in-  
 ternal enemy that threatened us, with an anxious expectation of success,  
 but we know not how far that would have been gratified, if an alteration  
 had not taken place with us, which enlivened the drooping spirits of the  
 crew, and animated them to new endeavours. At four in the evening  
 of this day, when we were within three leagues of the island, the wind  
 sprung up on a sudden from the North West, which was the first favour-  
 able change we had experienced since our departure from Samboingan.

We took an immediate advantage of this fortunate circumstance in our  
 favour; the course was altered to the North East, and all sail set; so  
 that, at sun-set, we had got a considerable distance from Wagiew.

More land was now seen a-head, which was very low, and, from its  
 detached, broken appearance, we judged to be a groupe of islands.  
 During the night we kept standing to the North East, immediately  
 for the land, and the wind continued to the West North West, which  
 Sunday 24 enabled us to keep our course till day-break on the twenty-fourth, when  
 we found ourselves within three leagues of the land seen on the pre-  
 ceding evening. It consisted of several islands, as we had conjectured,  
 which were very low, entirely covered with wood, and surrounded by  
 shoals and reefs of rocks, and appeared to be of considerable extent.  
 They bore from North West, to North East by East, and were distant  
 from each other about five miles.

As no such islands were placed on the charts, we thought proper to  
 name them the *Tatee* Isles, from the word, which was continually vo-  
 ciferated

ciferated by the few natives who came within hearing of the ship. 1788.  
They are situated in  $0^{\circ} 20'$  of North latitude, and in the longitude of  $132^{\circ} 2'$  East of Greenwich. They are very dangerous to approach, especially in the night, and the ship that should be tempted to pass through them, would inevitably be lost. FEBRUARY.

We saw several canoes paddling between the reefs; and two of them, containing each five of the natives, approached very near to the ship, vociferating the word *Tatee*, *Tatee*, with great violence; but no temptation on our part could prevail on them to come along-side, though we held up many of those articles which we thought the most likely to entice them to a nearer communication with us.—They regarded the ship with much apparent wonder; and, from their various antic gestures, we had great reason to suppose that they had never before seen such an object. They appeared to be of the same race as the Papua people, woolly-headed, perfectly black, and with the features of the African negroes; but in their forms stout and athletic. They held long spears in their hands, pointed with bone, which they, from time to time, brandished at us.

Their canoes were of a peculiar, and very curious construction;—they were very narrow and long, and, to keep them on a balance, a large out-rigger run out on one side, with net-work between, made with strong cord, manufactured from the rind of the cocoa-nut. On this, which formed a kind of a stage, were placed their arms, implements for fishing, &c. We wished very much to send boats on shore, but as the ship could not approach near enough to the land for the purpose of protecting them, on account of the shoals, we thought it highly imprudent to expose our men to any hazard.

Towards



1788.      Towards noon, to our great joy, the wind freshened up from the North  
 FEBRUARY. West, when we bid adieu to the Tatee Isles, and pursued our course to the Northward and the Eastward, every league of which was become of the utmost consequence. At sunset, the extremes of the Tatee Isles bore from us East by South, to South East by East, distant five leagues; the tops of the trees just appearing above the water. At this time the extremities of Wagiew bore from South West by South, to South West by West, distant 10 leagues.

Wednesday 27      We now pursued our course till the 27th, with a favourable, but, in general, a light wind. It thundered and lightened with great violence, and the weather was extremely close and sultry. The thermometer was, at this time, at 88°, and very often at 92°. At noon the latitude was 56 minutes North, and the longitude 136° 35' East of Greenwich.—Land, or rather trees, were descried from the mast-head, bearing from East by South, to South East by East: when we were tolerably near them, the currents ran very strong to the South South West: as we were not able to weather the Northernmost, we bore up to the leeward of it, and there now appeared to be four small isles, the largest of which was not more than five leagues in circumference. We ranged within three miles of the shore, when we observed a large village situated on the shore of the island, in the midst of a grove of cocoa-nut trees; every other part appeared to be an entire forest, without one interval of cultivation.

We were very soon visited by a great number of canoes, containing, altogether, at least five hundred natives, all men. Each of these canoes held six or seven people, and were of the same construction as those of the Sandwich Islands. The natives also bore the appearance, and to our great astonishment, spoke the language of the inhabitants of those isles;

and the result of our observation is a conjecture, amounting almost to a firm belief, that they are of the same race. They came along-side the ship without ceremony and without arms, and supplied us with a considerable quantity of fresh gathered cocoa-nuts and coir line, which was repaid by bits of iron hoop, of about an inch in length.

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When the piece of iron was held up to their attention, they were all seized with a kind of silent, but expressive joy, that cannot be described: but the man who procured it, immediately began to caper and dance round the deck, and laying down on his back, tumbled and rolled about in such an extraordinary manner, that we really imagined he was suddenly affected by some very singular disorder, till he rose up and kissed the bit of iron with those emotions of extravagant joy, which manifested the extreme delight he felt at being in the possession of what he esteemed so great a treasure. His comrades, from an anxious curiosity to see it, crowded round him; but in a moment he had plunged himself into the sea, and then turning his head towards us, and again kissing the bit of iron, he swam hastily to the shore. Several iron hoops were now ordered to be cut up, and each of our visitors was gratified with a bit of the precious metal, who all left us with reiterated expressions of the most grateful acknowledgement.

These islanders are of a frank, amiable and confidential disposition; and they found in return, that kind of reception from us, which they will not quickly forget. We observed, however, in their canoes large mats, which, on enquiry, they informed us were used by them as coats of mail, and were capable of resisting the attack of a spear; indeed, so close and strong is their texture, that at a very small distance, they could scarcely be penetrated by a ball from a pistol. It appeared, therefore, and the reflection is not of a pleasing nature, that these amiable people  
knew

1788. knew the arts, and, of course, must frequently feel the horrors of war ;  
FEBRUARY. and that the god of battle beholds his victims in the remotest corners of the globe.

This groupe of islands was originally discovered by Captain Carteret, in his voyage round the world. He was pleased to give them the name of the Freewill Isles, from the frank and unreserved conduct of the inhabitants. It may not, perhaps, be generally remembered, that one of them accompanied him in the *Swallow*:—He was called Tom Freewill, and died in his passage to the Celebes.

The interval that had elapsed, from the period of Captain Carteret's visit to these islands, to the time of our appearance before them, occupied so considerable a space, that this young man's departure with him, might very naturally be supposed to have been forgotten by his countrymen. But, on the contrary, several of the natives pointed to the ship, and then to sea, and by other significant gestures gave us to understand, that one of them had been carried away. As we were well acquainted with the circumstance from Captain Carteret's journal, we, in return, informed them that their fugitive countryman was no more: when they all entered into an immediate conference, and then renewed their communications, with an air of perfect indifference. At least there did not appear to be any one among them who, as a friend or relation, expressed the least concern for poor Tom Freewill's fate !

We now resumed our course to the North East, with a gentle gale from the West North West. On passing to the Northward of the islands, we observed that they were connected by very dangerous reefs of rocks, which extended three or four miles in every direction. At sunset,



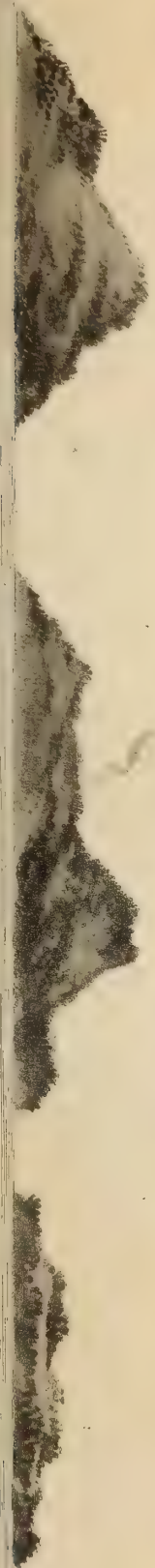


*Johnston's Island.*  
*In the lat of 3. N. & long 131. 12. E. of Greenwich.*



*Three Mills Isles.*

*Line Isles.*



*Continuation of the Line Isles.*



*The new discovered Sandwich Island.*



the body of the islands bore North North West, at the distance of four leagues. 1788.

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The weather on the 28th became squally; the wind veering continually from North to North East, so that we seldom made good our course better than East, or East by South. At noon the latitude was  $0^{\circ} 55'$ , the winds light, with heavy squalls of rain, and much thunder and lightning. Thursday 28

On the 29th in the morning, as we were standing to the North, with a light air from the South East, land was discovered from the mast-head; as we ranged up with it, we found it to be the Freewill Isles. This was a circumstance which we could not easily reconcile; and as the islands in this ocean bear a strong resemblance to each other, we, at first, thought that we must be mistaken; but the point was soon settled by the arrival of many of our late friends, who came paddling through the reefs to bring us a present of cocoa-nuts, for which, they were with some difficulty persuaded to take any thing in return. One man, in particular, held up a bit of iron which he had received from us but two days before, as a token that he remembered his benefactors. Friday 29

At noon the latitude was  $1^{\circ} 7'$  North; and, by a medium of the several distances of the sun and moon, the longitude was  $137^{\circ} 10'$  East. The body of Freewill Isles now bore South East half East, at the distance of four leagues; which leaves them in the latitude of  $0^{\circ} 56'$  North of the Line, and in the longitude of  $137^{\circ}$  East of Greenwich.

The currents must on the 28th have swept us bodily to leeward; but, as we imagined, not with so much force as to occasion our falling in again with these islands;—on the contrary, we found that, on

L

standing



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Saturday 1

standing to the North, for the last twenty-four hours, though we were steering East, our course was not much better than South, a little Easterly.

We did not lose sight of these islands till the first of March ; when, at noon, our latitude was  $1^{\circ} 40'$  North ; the wind, as usual, veering from North East, to East North East. The weather was gloomy, unsettled, and very sultry. At times, we had heavy squalls of rain, which proved very unwholesome for the crew, from constant damps, a close atmosphere, and wet cloaths. To these unpleasant circumstances may be added, our slow progress to the North, which so affected their spirits, and of course relaxed their activity, that all the attention and care of the officers were requisite, to check the progress of such an alarming evil.

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## C H A P. VII.

*Extreme Heat of the Weather.—Very tempestuous.—Spring the Foremast.—Loss of some of the Cattle.—Lose all the Goats.—Destruction of many of the Plants intended for the Sandwich Isles.—Reasons for pointing the Ship's Course to the North West, &c.—Mode of victualling the Crew. Occupations on Board.—Intention of Building a Vessel of fifty Tons in King George's Sound.—Carpenters complete her Moulds and Model.—Chinese Carpenters ignorant of Ship-building.—Great Burthen of the Chinese Junks.—Party selected to remain in King George's Sound.—Experience the Tail of a Tiffoon.—Change of the Monsoons.—Terrible Effects of Tiffoons, in the Chinese Seas and Northern Pacific Ocean.*

ON the 2d of March, the longitude of the ship, by a medium of several distances of the sun and moon, was  $136^{\circ} 37'$  East of Greenwich, and the latitude  $2^{\circ} 52'$  North. At this time, the variation of the compass was  $2^{\circ} 30'$  East, and the quicksilver in the thermometer was at 86, and often at 90, so that we suffered very much from the extremity of the heat. Sunday

The currents very seldom allowed us to make our course better than by South East ; and hitherto there appeared no probability of being able to weather New Guinea. We had, indeed, conquered the North Cape ; but there remained New Ireland, New Hanover, and many different groupes and clusters of islands, to the Northward of the Line, and many degrees to the Eastward of our situation. If we had pursued our course, we

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must have determined either to proceed through Dampier's Straits, or those discovered by Captain Carteret, which divide New Britain from New Hanover; but if both these passages were rejected, there was no alternative left but to stand to the Northward and Westward; and to endeavour to obtain as much of the former as would permit us to tack and weather all. On a due consideration of our circumstances and situation, the last was preferred; the ship therefore was tacked, and stood to the North West, with the wind at North East,—a point the most distressing to us of the whole compass.

The stock of fresh provisions we received at Samboingan was sufficient to last us till this time; a circumstance which was attended with the two-fold advantage of saving the salt provisions, and conducing to the health of the crew. A plentiful allowance of water was continued, as the best preservative against the scurvy; and, if a diminution of this article should be requisite in any part of the passage, we naturally determined it should take place in the colder latitudes, as, at present, an extreme and close heat required every liquid aid to preserve health, by sustaining perspiration.

Monday 3

On the 3d, the weather became extremely tempestuous. We had continual squalls from the North East, accompanied by deluges of rain, which very frequently obliged us to shorten sail. Our course was seldom better than North West, though we sometimes were enabled to make a tack or two to the East South East and East, when the squall was favourable. In this situation, at noon, we found the foremast dangerously sprung below the hounds; every exertion therefore was required to secure it, as a very heavy sea occasioned the ship to pitch exceedingly. The top-mast and top-gallant-mast were accordingly got down on deck, and  
the



the sails unbent; stages were also prepared round the head of the mast, and the carpenters were immediately employed in preparing fishes.

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This misfortune was accompanied with several others of a very mortifying nature. The late bad weather and rolling of the ship, had destroyed some of the cattle and many of the plants, in particular a fine orange-tree, in full bloom; and half of the cinnamon-trees which we had received at Samboingan. There, however, yet remained alive one bull and a cow, and one cow calf; but the goats were all killed in one day by a sudden roll of the ship. Of the plants we still possessed a lime and an orange-tree, in full vigour, with six cinnamon, and several smaller plants of various kinds.

On the 4th, at noon, the latitude, by double altitudes, was  $3^{\circ} 0'$  North; and the longitude, deduced from the last observation of the sun and moon,  $137^{\circ} 59'$  East of Greenwich. The wind blew from the North East, and we pursued our course to the East South East. The weather was dark and tempestuous, with heavy squalls of wind and rain, which raised a confused sea. Tuesday 4

It was not till the 5th, that the mast was secured, the fishing of which was a business of no common difficulty; and, after all, we were not without the most anxious apprehensions that it would not stand against the blowing and stormy weather we expected to meet to the Northward of the tropical latitudes. Wednesday 5

Till the 12th we continued to embrace any favourable moments of the wind. Whenever it veered to the East North East, we tacked and stood to the Northward and Westward; and, if it veered to the North, our course was bent to the Eastward. It seldom, however, permitted our standing Wednesday 12

1788. standing long on either tack; for it generally blew very strong, with  
MARCH. heavy squalls of rain. Our latitude, at noon, was therefore but  $3^{\circ} 15'$   
Monday 17 North, and the longitude  $144^{\circ} 25'$  East; and on the 17th, we had advanced no further than  $3^{\circ} 25'$  North, and  $146^{\circ} 30'$  East. Such was our tedious progress, which, together with a continuance of the most unpleasant and unwholesome weather, tended, more or less, to dispirit every one on board. But this was not all; the continual damps, proceeding from the frequent rains, and the people being, from the same circumstance, so often, as well as so long in wet cloathing, together with moist decks, awakened our apprehensions to encreasing symptoms of the scurvy. In this situation, we doubted very much whether we should be able to weather the islands of New Ireland or New Hanover, which bore off us not only East South East, but many degrees to the Eastward. We had worked into our present position immediately in the wind's eye.

Some of the difficulties which would probably attend the pursuing of our first track, have already been mentioned; nor were we to hope for a change from the sun's near approach to the equinoctial. Tedious calms, attended with heavy rains, were naturally to be expected with a vertical sun. A small portion of our voyage was yet performed, and an immense track yet lay before us, to reach to the 160th degree of longitude, when we must necessarily cross the Line.

According to the manner in which we had proceeded, we should not, in all probability, gain that object before the 10th of April;—on the other hand, if we steered to the North West, we had grounds for expecting a change of wind in our favour, if not the monsoon, by the 1st of April:—it was, therefore, again resolved to weather the Philippines, and point our course steadily to the North West.

With

With plenty of water, each man was allowed half a pint of spirits in the course of the day, two-thirds of which were mixed with water, and the remainder, at this time, served in its raw state, which often proved a salutary and cheering cordial in the rainy weather. The provisions were ordered in the best manner we could conceive to preserve health, or, at least, to check the progress of disease.—In the morning and evening tea and sugar were served out to the crew;—they had abundance of rice, peas, and barley, which, with flour and fruit, were served with every possible variety they would admit. The pork and beef were always well steeped, and the constant use of vinegar was called in aid to contribute its share towards correcting the bad effects of salted provisions.

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We kept standing on to the North West, and nothing material happened, between the last and the present date. The weather was now, indeed become extremely pleasant, and the heavy squalls of wind and rain which had so continually distressed us, were, for the present, entirely dissipated. At noon the latitude was  $21^{\circ} 2'$  North, and the longitude  $139^{\circ} 48'$  East; the variation of the compass  $4^{\circ} 24'$  East. During this run we every day saw large flocks of birds, some of which we perceived to be of that species which never fly far from land.

Sunday 30.

We embraced the opportunity which was afforded us by the present favourable weather, to overhaul our sails, and prepare for the tempestuous weather we had every reason to expect in our progress to the North, especially near Japan. Two compleat new suits of sails were prepared, new roped, lined and middle stitched; all the old sails were, at the same time, put in a tolerable state.

The coopers, armourers, and other artisans were always properly employed, either in the immediate service of the ship, or according to



1788. their skill, in preparing articles of trade for the American market.—  
 MARCH. The Chinese armourers were very ingenious, and worked with such a degree of facility that we preferred them to those of Europe. The instruments they employ in their work are extremely simple, and they very shortly accomplish any design that is placed before them.

The carpenters were also at work in preparing the moulds and model for a sloop of fifty tons that was designed to be built immediately on our arrival in King George's Sound, as such a vessel would be of the utmost utility, not only in collecting furs, but in exploring the coast.

Our head carpenter was a young man of much ingenuity and professional skill, who had served his time in London; but the Chinese artificers in this branch had not the least idea of our mode of naval architecture. The vessels of their nation which navigate the China and adjacent seas, are of a construction peculiar to them. In vessels of a thousand tons burthen not a particle of iron is used; their very anchors are formed of wood, and their enormous sails made of matting. Yet these floating bodies of timber are able to encounter any tempestuous weather, hold a remarkable good wind, sail well, and are worked with such facility and care as to call forth the astonishment of European sailors. It was, therefore, a matter of some difficulty to turn the professional skill of our Chinese carpenters to a mode of application so entirely different from their own habitual experience and practice.

A party was selected from the crew who were to be left on shore with the artificers, to be employed in building the vessel. This arrangement was made at such an early period, in order that the people might be fully prepared, immediately on our arrival in the Sound, to begin their intended operations. It is true that we had no one article in readiness for the

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purpose;

purpose; our timber was standing in the forests of America, the iron work was, as yet, in rough bars on board, and the cordage which was to be formed into ropes, was yet a cable. Nevertheless, encouraged by that spirit of ardent hope which animates man to oppose the difficulties of life, and invigorates life itself, we looked forward with a kind of certain expectation that our purpose would be effected, and that the vessel in contemplation would be actually launched some time in the month of October.

1788.  
APRIL.

On the 1st of April at noon, the latitude was  $22^{\circ} 26'$  North, and the longitude  $139^{\circ} 38'$  East. The weather seemed to have acquired a settled gloom, the clouds were uncommonly black and heavy, and, throughout the day, there was much thunder, and lightning. Numerous flocks of birds passed us from the windward, making loud noises in their passage, as if apprehensive of bad weather. We also passed some rock-weed, which was a sign of being at no very great distance from land.

Tuesday 1

On the 2d, the thunder and lightning encreased, without being accompanied with any considerable degree of wind. The sea, nevertheless, was in an unusual commotion, and the ship pitched so heavy, that the head-rails were carried away, and some other injuries sustained.—Towards noon it became squally, and we experienced several puffs of wind from every point of the compass, which, with the encreasing darkness, left us no doubt of the approach of a very violent storm.—The top-gallant yards and masts were got down on deck,—the main-sail furled,—the top-sails close reefed, and the mizen balanced. All the sails were handed, except the main top-sail, which it was judged prudent to keep abroad: in this situation we waited the coming of the tempest; nor did it disappoint our expectations. At two P. M. the wind

Wednesday 2

M

shifted

1788.  
APRIL.

shifted to the South, and began to blow strong in squalls: the ship's head was kept to the North East; it thundered and lightened with great violence, and at half past three an heavy squall came from the South East, instantly followed by another from the South West, both of which blew, for a short time, with alternate and incredible fury; the latter, however, prevailed, and continued blowing from the South West for near an hour. Indeed, the meeting of these two squalls to leeward of us, was tremendous, and the sea was carried to such an height as to keep the horizon in a continual foam. Happily for us, we experienced only the tail of this tuffoon or whirlwind; but, as it was, we expected every moment to have the masts shattered to pieces; the main top-sail having been swept away, and frittered to threads.

The sea soon rose to such an alarming height, that it became necessary to set the fore-sail and scud before the storm, in order to preserve the ship, which plowed her way with surprising swiftnefs. It now blew from the South East with a prodigious sea, before which we kept steering. Thus we were scudding along, when, to the leeward of us, we perceived the water to rise many feet above the level of the sea in circles, which formed a beautiful but awful sight; so that we were obliged to perform the very unpleasant, and, indeed, rather dangerous operation, of heaving to in such a high sea, to avoid running into the dreadful vortex before us, which continued, as it were, to sweep the horizon till five o'clock; when this alarming whirlwind subsided, and settled in an heavy gale from the South West, before which we scudded to the North East.

To those who have read Kempfer's History of Japan, the violence of this tuffoon will not be considered as a circumstance that borders on



phænomenon,—such horrid gusts of wind being at certain periods, according to that writer, the common disturbers of those seas: though we had several old and experienced seamen in the ship, who had never before seen any thing of this terrible nature. We, however, consoled ourselves with the belief that it was the critical moment when the Monsoons changed; more particularly as the storm from the South West blew in such a steady current.

1783.  
APRIL.

Had this storm happened when it was dark, it might have proved fatal; as it was, we were not a little surprised that some of the masts or yards were not carried away: however, we were not sufficiently recovered from our alarms, to venture upon setting much sail during the succeeding night.

The period when the Monsoons change in the China seas, and the Northern Pacific Ocean, is a time that should be dreaded by every ship that navigates them. These changes are generally in the months of April and October, though they sometimes happen not only much earlier, but also much later in the season. That which is considered as most dangerous, is the variation from the North East to the South West, when storms very generally trouble those seas. They are remarkably violent on the coast of Japan; but when they arise into a tuffoon, no power or strength can withstand them. The ruin they sometimes occasion is almost incredible;—nor is it less difficult to conceive with what fury they blow from every point of the compass.

The Chinese, dread beyond all measure, these violent hurricanes, which sometimes sweep large villages and their inhabitants to destruction: at other times whole harvests are dissipated by their destructive breath, and

1788. famine follows.—From a similar cause, in the year 1787, accompanied  
APRIL. with excessive drought, a most dreadful dearth prevailed throughout the  
Southern provinces of China, by which an incredible number of people  
perished. It was no uncommon thing at Canton to see the famished  
wretch breathing his last; while mothers thought it a duty to destroy  
their infant children, and the young to give the stroke of fate to the  
aged, to save them from the agonies of such a dilatory death.

1788.

APRIL.

## C H A P. VIII.

*Land seen, but prevented from approaching it.—Discovery of Islands, which we named Grampus Isles.—Feel the Weather extremely cold, with the probable Reason of it.—Number of Birds seen.—Pass by great Quantities of Rock-weed.—Discover a stupendous Rock, which we named Lot's Wife.—The Rafter of an House, and a Piece of Canoe seen floating on the Water.—Tempestuous Weather.—A Turtle seen sleeping on the Sea, &c.—Weather becomes stormy as the American Coast is approached.—Cross the Tracks of the Resolution and Discovery.—Error of the Ship's Reckoning &c.—A Sea Parrot seen for the first Time.—Extraordinary Brightness in the Atmosphere, and to what Cause attributed.—The Coast of America seen.—Princess Royal sails out of King George's Sound.—Distress of the FELICE, &c.—Anchor in Friendly Cove, in King George's Sound.*

ON the 3d of April, the weather became moderate, and the storm Thursday 3  
 subsided; but about noon, the wind shifted to North West, and blew with extreme violence, accompanied by a strong and mountainous sea. Our course was to the East by North, under close reefed top-sails and fore-sail. The latitude was  $24^{\circ} 56'$  North, and the longitude  $143^{\circ} 39'$  East of Greenwich.

Towards night it again moderated, when we made sail:—the wind now shifted to the East South East, and we stood to the North East till the 4th; when the wind fixed itself in the North East quarter, and Friday 4  
 we accordingly stood to the North West, with fine and moderate weather.



1788.  
APRIL.

In this situation, land was seen bearing East North East, distant eight leagues, immediately in the wind's eye, which prevented us from approaching it. Our latitude at noon was  $24^{\circ} 44'$  North, and longitude, deduced from our last lunar observations,  $145^{\circ} 41'$  East of Greenwich. We regretted very much that we were not able to approach this land, as we knew of none in this part of the Northern Pacific Ocean. As we were steering to the North West, we soon entirely lost sight of it.

Saturday 5

On the 5th, the wind shifted to the South East, which enabled us to steer to the North East, when at two o'clock in the afternoon we thought land was visible to the East South East; but the weather was so extremely hazy, that it could not be ascertained whether it was land or a fog-bank. At three, however, land was seen in the North East right a-head, but the weather continued to be so thick and foggy, that the direction in which it extended could not be discerned. At half past four, we were abreast of it, at the distance of five or six miles, when it appeared to be an island, but of no great extent. It now rained very hard, and the atmosphere remained so hazy, that our observations of the land were rather imperfect. It however appeared to be one of those barren isles so frequently found in these seas.—Its length might be fifteen or sixteen miles from North to South; the shore seemed to be inaccessible to boats, from a great surf beating against the rocks, which terminated abruptly in the sea. The interior parts of the country appeared to be high, and a few solitary trees were very sparingly scattered on their declivities. We sailed along the shores of this island till six o'clock, when another island opened to our view, which was separated from the former by a channel of three or four leagues. It now blew very strong, with rain, and so thick a fog, that we could see no distance a-head.

Though

Though the gale was favourable, yet, from the appearance of the weather, it was thought prudent to shorten sail, and remain under such as would enable us to haul to the wind on either tack. The utmost vigilance and attention was employed to guard as much as possible against any danger, and we sailed, as usual, all night with the courses hauled up in the brails. These isles, of which we could not discern the number, were named Grampus Isles, from seeing a large grampus spouting up water close to the shore, which is a very uncommon sight in those seas.

1788.  
APRIL.

The night of the 5th, was very tempestuous, with constant rain; but to console us for these inconveniences, we had a fair gale, with which we made great way to the North East.

On the 6th, the wind shifted to the North West, which brought us clear weather, and blew a steady gale. At noon the latitude was  $27^{\circ} 30'$  North, and the longitude  $148^{\circ} 37'$  East. At this time the variation of the compass was  $3^{\circ} 20'$  East. Sunday 6

Our progress to the North now became very rapid, and we experienced a very sudden transition from heat to cold. Having just left a climate where the heats had been intense and oppressive, it was very natural the active operations of cold should be very sensibly felt by the whole crew. This circumstance however, enabled us to reduce the allowance of water from a gallon to five pints per man, without any inconvenience whatever arising from such an alteration.

The favourable gale at North West continued till the eighth at noon. Tuesday 8  
The latitude then was  $28^{\circ} 58'$  North, and the longitude  $154^{\circ} 19'$  East.—  
Our principal object was to get to the North as fast as possible, in order to benefit by the strong Westerly winds, as well as to run down our longitude.

1788. longitude in an high latitude. This North West gale continued to us  
FEBRUARY. the sharp piercing cold which has been already mentioned.

Wednesday 9 The next day we passed by a considerable quantity of rock-weed, which we imagined to be but lately broken off, and for several days we had seen great numbers of birds. We were now considerably to the Northward of the several small islands scattered either within or about the tropic, in the Northern Pacific Ocean. We could not, therefore, form any probable conjecture from whence this weed came, and whither the birds retired at night, as they regularly left us about sunset, and took their flight to the East.

About nine o'clock in the morning, a sail was descried from the mast-head, and, in about half an hour a large ship was seen from the deck. She appeared to be under an extraordinary croud of sail, and exhibited a very singular figure, for not one of us, even with the assistance of glasses, could make out which way she was standing. The sight of a ship in those seas was such an unusual circumstance, that for some time conjecture was at a loss concerning it. At length, however, it was determined to be a galleon, bound to China from New Spain, and by some casualty driven thus far to the Northward; though the track of those ships to Manilla, is generally between the parallels of  $13^{\circ}$  and  $14^{\circ}$  North latitude. In consequence of this opinion, several letters were written to inform our friends in China of our safety, and the progress we had made in the voyage. This extraordinary delusion, for it was no more, continued till we were within two leagues of the object; when, on viewing it with a glass, it was discovered to be an huge rock standing alone amid the waters.—The first among us who became sensible of the deception remained silent, and diverted themselves with the strange conjectures and humorous observations of the  
the







*— Lots Wife, when taken for a Sail.  
bearing ENE. distant 7 Leagues.*



*— Lots Wife.  
bearing N. dist<sup>ts</sup> 2 Miles. near 300 feet above the level of the Sea.*

the sailors, one of whom was so certain of its being a ship, that he was convinced he saw her colours. Its appearance did, indeed, very strongly resemble a first-rate man of war, under a croud of sail; and such was its shape, that, at a certain distance, it held forth to the eye the form of every particular sail belonging to a ship. As we ranged up with this rock, our surprise was proportionably augmented, and the sailors were more than disposed to believe that some supernatural power had suddenly transformed it into its present shape. It obtained the name of *Lot's Wife*, and is one of the most wonderful objects, taken in all its circumstances, which I ever beheld.

1788.  
APRIL.

By noon we were abreast of it; when it bore East North East four miles. The latitude was  $29^{\circ} 50'$  North, and the longitude  $142^{\circ} 23'$  East of Greenwich. The waves broke against its rugged front with a fury proportioned to the immense distance they had to roll before they were interrupted by it. It rose almost perpendicular to the height, according to the tables, of near three hundred and fifty feet. A small black rock appeared just above the water, at about forty or fifty yards from its Western edge. There was a cavern on its South Eastern side, into which the waters rolled with an awful and tremendous noise. In regarding this stupendous rock, which stood alone in an immense ocean, we could not but consider it as an object which had been able to resist one of those great convulsions of nature that change the very form of those parts of the globe which they are permitted to desolate.

This day, at noon, our latitude was  $33^{\circ} 18'$  North, and the longitude  $161^{\circ}$  East, with a steady gale from the Southward. We passed by a great quantity of rock-weed, and saw several large flocks of birds. In the evening a piece of timber, which appeared to be the rafter of an house,

Saturday 12

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and



1788.  
APRIL.

and a piece of a canoe, were seen floating upon the water, and soon after a spar, that appeared to have been newly cut. These were certain indications of land, and occasioned, if possible, an added exertion of vigilance, as this part of the Pacific Ocean is entirely unknown.

Sunday 13

In the evening of this day the weather became gloomy and overcast, with every usual appearance of an approaching storm. It blew strong throughout the night, and on the following day, at noon, the gale was considerably encreased. The topgallant yards and masts were accordingly got down on deck, and every other precaution taken to provide against the bad weather that threatened us. Our apprehensions were shortly realized; for about four o'clock, it blew with such violence from the South, that we were obliged to close reef the topails, and hand the mainfail. The wind was accompanied with small rain and thick weather. We passed by large quantities of weed; and the surface of the sea was covered with a reddish spawn, that extended several miles. It soon after blew a perfect storm; the topails were therefore immediately handed, and we scudded before it under a forefail, followed by a very heavy sea.—In this situation, we were overtaken by a most violent gust of wind, which made us apprehensive of some material damage.—But very fortunately the topails had been handed in time, and, the forefail being now reefed, we continued to pursue our course. In this heavy gust the wind shifted to the West, and raised a very confused sea, which broke on our decks, and endangered the boats; but, in shifting its point, the wind did not abate its violence, nor did at all subside till the 14th, when the latitude was  $36^{\circ} 20'$  North, and the longitude  $167^{\circ}$  East.

Monday 14

It was determined to run down our longitude, as much as possible, in the parallel of  $40^{\circ}$  North; and, as it was an unknown track, we were not without the hope of meeting with land, previous to our gaining sight of

the Continent of America, evident signs of which had been observed by Captain Cook, as well as by us, in this latitude.—Indeed, from the various circumstances which have already been related, it is highly probable that there is land in this part of the Northern Pacific Ocean.

1788.  
APRIL.

The tempestuous weather continued till the 17th, when the wind veered to East South East, and blew with augmented violence. It moderated, however, at noon, when the latitude was  $33^{\circ} 51'$  North, and the longitude  $175^{\circ} 10'$  East.—Though advanced so far North, we this day passed a large turtle sleeping on the water, which being awakened by the noise of the ship, immediately sunk. Large flocks of birds still continued to frequent us, and the rock-weed became a common object.—We now experienced a great degree of cold, and the morning and evening air, in particular, was uncommonly sharp. The variation of the compass was  $9^{\circ} 20'$  East. Thursday 17

Storm succeeded storm till the 23d, when the weather broke, and the wind moderated. These violent gales from the Northward and Westward, not only brought with them a biting cold, but also fleet and snow, which made considerable depredations on our stock.—We felt however, the satisfaction of having fair winds, principally from the South West, from which quarter it blew very hard; but when it shifted to the North West, it increased beyond the power of description, with a great and mountainous sea. We had fortunately embraced a favourable opportunity of bending a new suit of sails, as the old ones must have been shattered to pieces by the violence of these storms. The air was sharp, like that of bleak frost in England, which more sensibly affected us, from our long continuance in tropical climates. Indeed we were not without occasional showers of snow and hail. Flocks of birds, and large quantities Wednesday 23

1788. quantities of rock-weed, continued to encourage an anxious expectation  
APRIL. of seeing land.

On the 23d, at noon, we passed the trunk of a large tree. Our latitude was  $41^{\circ} 35'$  North, and the longitude was  $189^{\circ} 25'$  East of Greenwich. We now began to draw nigh to the American shore, which was a very desirable circumstance, as, among other pressing reasons, the ship was become extremely light, from the great expenditure of provisions and water. We had, indeed, been of late extremely fortunate in our winds, but much more so in the health of the crew, who felt no other inconvenience but what arose from so quick a transition from heat to cold.

Thursday 24 During the night it blew strong from the West North West, with cold rain. On the morning of the 24th the wind backed round to the Southward and Eastward, a certain prelude of blowing weather; and at noon it blew so hard as to oblige us to hand every sail; and, till three in the afternoon, we suffered as fierce a storm as we ever remembered to have seen, with a greater sea than we had hitherto experienced. There was also continual rain, and the cold did not abate its severity. The rigging suffered considerably, and the ship strained very much in her rolling; nor were we without our apprehensions for the crippled foremast. But, amid this severe and tempestuous weather, we enjoyed the consolatory reflection that we were every moment approaching nearer to the destined port.

Friday 25 On the 25th the weather moderated, and the wind veered to the West North West. The latitude, at noon, was  $43^{\circ}$  North, and the longitude by account,  $196^{\circ} 28'$  East. It blew a strong gale from the West South West, with clear weather; and we made good our course to the East North



North East, running seldom less than fifty leagues a day. From the 23d we had experienced a continual succession of gales. We were occasionally favoured with an hour or two of clear weather, which was always succeeded by a return of storm; so that we were never able to set more than a close-reefed topfail.—Our run was no less than 230 leagues in this short period. Indeed the weather not only continued to be cold and comfortable, but was, at times, so very cloudy, that we found no opportunity of taking any lunar observations, in order to ascertain, with any degree of accuracy, the run of the ship.

1788.  
APRIL.

The same weather continued, and we pursued our course without any novelty of situation or circumstance, till the 30th, when a second spar passed by, which from its appearance, and a notch that had been recently cut in one end of it, could not have been long in the water.—The birds had forsaken us in the beginning of the late tempestuous weather, and we no longer saw the floating rock-weed, which had, for some time past, been a daily object. Wednesday 30

We had now twice crossed the tracks of the Resolution and the Discovery in these seas: that on their return from the Coast of Japan to China, and their later track from Oonalashka to the Sandwich Islands. Captain Cook had formed some slight conjecture of there being land between these tracks and the coast of America, and our present course running directly through that part of the sea, it is most probable that we should have discovered it, if there had been any so contiguous to the American shore.

MAY.  
Thursday 1

On our entrance into the month of May, the weather became not only moderate but pleasant:—the wind blew from the South, and we pursued

our

1788. our course to the Eastward. The latitude, at noon, was  $46^{\circ} 5'$  North, MAY. and the longitude, by a medium of several distances of the sun and moon, only  $212^{\circ} 5'$  East of Greenwich; whereas, by account, we were in  $221^{\circ} 41'$  East — This material difference must have arisen from the variety of contrary currents we experienced in the low latitudes, as well as those which may be supposed to have set us to the Westward, on our tacking to the North. We had every reason, therefore, to conjecture that we must have approached the vicinity of Japan; and that we accomplished our passage to the North between the islands of Ladrone and the New Carolines. The variation of the compass we now found to be  $21^{\circ} 18'$  East.

Sunday 4 The wind continued to be favourable, though it occasionally blew in strong squalls. The latitude, at noon, was  $48^{\circ} 10'$  North; and the longitude, deduced from the last observations,  $223^{\circ} 22'$  East. In the beginning it became foggy, and blew from the South South West in heavy squalls, which obliged us to heave to, for the first time, under the reefed forefail. However, as it moderated in the morning, we bore up, and pursued our course to the Eastward.

Wednesday 7 We experienced a strong gale till the 7th, when, at noon, the latitude was  $49^{\circ} 28'$  North, and the longitude, by a medium of several distances of the sun and moon,  $223^{\circ} 26'$  East.

Thursday 8 On this day, at noon, the latitude was  $49^{\circ} 28'$  North. In the evening we saw a sea-parrot, and passed a piece of drift-wood. We had frequent squalls of hail and snow, but the weather was more moderate than we had known it for some time.

On

On the 10th, the latitude was  $49^{\circ} 32'$ ; and the longitude, by the medium of several sights,  $230^{\circ} 52'$  East, and only  $3^{\circ}$  from King George's Sound. We kept running, during the night, under a press of sail, directly in for the American coast. The whole atmosphere was in a state of illumination, which we attributed to the reflection of vast mountains of snow on the continent: nor were we mistaken; for, on the morning of the 11th of May, the long-wished for land of America appeared, bearing East by South, at the distance of 13 leagues. It consisted of a ridge of mountains, whose summits were hid in the clouds. This land might be seen thirty leagues in clear weather. As we closed in with it in the evening, the vapours cleared away from the tops of the mountains. At noon the latitude was, by double altitudes,  $49^{\circ} 35'$  North, and King George's Sound bore nearly East of us. We kept standing in for the land, and when within four leagues of it, the wind veered to the South East by East, which obliged us to tack and stand to sea, the wind blowing almost immediately out of the Sound, which we now plainly discerned.

1788.

MAY.  
Saturday 10

Sunday 11

A vessel was now seen under the weather land of the Sound, bearing down to us; but as we were under a press of sail, and night coming on, we could not speak to her, without much inconvenience; but we nevertheless knew her to be the Princess Royal, of London, on a trading voyage for the furs of America.

The night of the 11th was a dreadful one; such heavy gusts and squalls of wind succeeded each other, that we were prevented from carrying any sail. These squalls brought hail and snow along with them; and, towards midnight, it blew a perfect storm. When the morning broke, we had lost sight of land, and the ship had strained so much, that we had six feet water in the hold, with two pumps disabled; nor did this gale moderate



1788. derate till the 12th at noon, when the ship was wore, and we stood in for  
 MAY. the land, bailing the water from the hold, which was rather encreasing on us. The latitude was  $49^{\circ} 26'$  North. We therefore kept standing in for the land till seven o'clock in the evening, when that comfortable object was again very clearly discerned: but we had another mortification to suffer, for we found that the late storm had blown us to leeward of the Sound. We were therefore under the provoking necessity of tacking once more, and standing out to sea, with the wind at North North West; the Sound bearing North East, at the distance of seven leagues.

The night of the 12th was so tempestuous, that we were obliged to lay to under the reefed forefail, all the crew being employed in bailing the water out of the hold; as it was not in our power to refit the pumps for immediate service.

Tuesday 13 On the morning of the 13th the wind veered to the South by East, blowing as hard as ever, with heavy rain, when the ship was wore, and her head pointed in for the land. About eight it moderated, when sail was immediately made, and, by ten o'clock, we happily anchored in Friendly Cove, in King George's Sound, abreast of the village of Nootka, in four fathoms water, and within an hundred yards of the shore, after a passage of three months and twenty-three days from China. — The reader who has accompanied us through our long, difficult, and harassed voyage, will easily conceive the grateful joy we experienced on our arrival in safety at the harbour which we had sought with such continued toil, and through such various dangers.

It cannot be thought improper, as I trust it will not prove altogether useless, to offer such observations as occurred to me on the passage from China to the North West Coast of America.

It



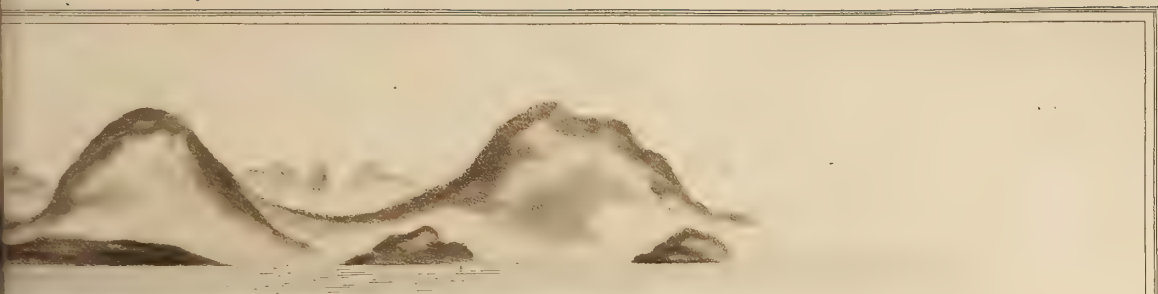


*View of the*

*Port*

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W. S. 1.



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W.



It would not be prudent for ships bound to America, to pursue our route, if they are not ready for sea by the middle of November, or the 10th of December at farthest. The long and heavy delay we met with, after leaving Samboingan, is the best proof of the difficulties we found in getting to the Eastward at this period of our voyage; when the currents also run more rapid, and the season is more tempestuous, as we have reason to believe, than in the months of November and December.

1788.  
MAY.

It had been our intention, at one time, to perform this voyage by sailing round New Holland, and stretching sufficiently to the East, to fetch the Sandwich Islands previous to our making the coast of America; or we had the choice of pushing through Endeavour Straits, and performing the same point; but this latter course was rejected on account of the dangerous archipelago of islands scattered to the Eastward of those straits; and the former was abandoned from the circuitry of its navigation, which would demand a much longer time than we could spare: it was accordingly conjectured, that if a passage was attempted through the Sooloo Archipelago, then stretching to the Eastward, to weather New Guinea, New Ireland, and New Hanover,—and again tacking to the Northward, to obtain the Westerly winds, that we should have a quick and easy passage opened to America.

The event proved that we had judged rightly in adopting the last;—but, in my opinion, a still easier and much better passage is now opened to America; and it is submitted whether, in future, it would not be preferable for ships bound there, to effect their way by the passage between Luconia and Formosa. This opinion is not the fanciful result of vague conjecture, but has, as I conceive, somewhat of an experimental foundation on the following circumstances:—



1788.  
MAY.

On our arrival with the *Felice* in China, in the autumn of 1788, the agent of the merchants in England, and the agent of the merchants in India, formed an union of interests, and associated themselves under a joint stock, to carry on the fur trade of America. They accordingly equipped a ship called the *Argonaut*, under the direction of Mr. Colnet, a lieutenant in his Majesty's navy, and who had commanded in the years 1787 and 1788, the ship *Prince of Wales* of London, belonging to the merchants trading to America. This ship had performed her voyage to the coast, and returned to China with a valuable cargo of furs in 1788, and from thence to England, laden with teas on account of the East India Company. Mr. Colnet quitted the *Prince of Wales* in China, to command the *Argonaut*, and take charge of the associated merchants property on the coast of America. Of his nautical abilities I shall only observe, that they are such as to receive no addition to their reputation from any testimony of mine: he accordingly prepared the *Argonaut* for sea, and the *Princess Royal* of London, a vessel belonging to the same commercial society.

These ships were not ready for sea till the 17th of April, 1789; when, on comparing the tracks of the *Felice* and the *Iphigenia*, and the time they met the Monsoon or Westerly winds in the Northern Pacific Ocean, it was thought that the passage to America might be effected between Luconia and Formosa, with greater ease and expedition than by pursuing the track by Magindanao.

The *Princess Royal* therefore failed in February, and did not reach the coast of America in less than sixteen weeks: but the tardiness of her voyage arose from her being a very heavy failer, and not copper-bottomed.—Whereas the *Argonaut*, who was both sheathed with copper and a prime failer, left China the 26th of April, 1789, and arrived in

King George's Sound the 3d of July following; which was a passage that exceeded our most sanguine expectations.

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The future navigator from China to America, is here presented with four different tracks of that voyage. But if it should be my lot to be again engaged in it, I should leave China early in the month of March, and endeavour to make a passage between Luconia and Formosa, in order to gain the Pacific Ocean, where, at that season, variable winds might be expected to the Northward of  $20^{\circ}$ ; and when the violence of the North East Monsoon would also be much abated in the China seas. Indeed in the month of April, there would be almost a certainty of meeting the South West Monsoon or Westerly winds in the latitude of  $25^{\circ}$  or  $30^{\circ}$  North, which prevail there, and blew us home to the American shore.

On leaving Canton, great care should be taken to work some distance up the coast of China, between the Lema Isles, and as high as Pedro Blanco, or the White Rock, before the China sea is crossed for Formosa: but no passage, I think, should be attempted between the rocks of Ville Rete and the South-end of Formosa, except during the day, in clear weather, and with the appearance of a free channel.

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## C H A P. IX.

*The commodious Situation of Friendly Cove, in King George's Sound.—Great Numbers of the Natives assemble to view the Ship.—The Joy of Comekela on his Arrival, &c.—Hannapa, a Chief, comes on board, with some Circumstances of his Visit.—The Natives bring Supplies of Fish.—Comekela prepares to go on Shore.—His Dress, &c. and the Manner in which he is received by his Countrymen.—Employments of the Crew.—The Arrival of Maquilla, Chief of King George's Sound, with Callicum, a Person the next in Rank to him.—A Description of their Dresses, and the Ceremonies they practised on seeing the Ship.—They come on Board.—Present made them.—The Persons of these Chiefs described.—Leave obtained to build an House and Vessel, and Ground granted for that Purpose.—Presents made on the Occasion.—Callicum attaches himself to the Ship, and is appointed Protector of the Party on Shore, by Maquilla.—An House built in Friendly Cove.—Description of it.—Keel of a Vessel laid.—Some Account of the Murder of Callicum by the Spaniards, in the following Year.*

THE ship had been moored but a very short time, when it began to blow a tempestuous gale of wind, with very heavy rain; the commodious situation, therefore, of Friendly Cove, made us truly sensible of our good fortune, in being thus securely placed in a protecting haven, where neither storm or tempest could alarm our fears or trouble our repose.

Our earliest attention was invited to a multitude of the natives, assembled on the banks in front of the village, in order to take a view of the ship.





# Sketch of FRIENDLY COVE

in  
Nootka Sound,  
taken by  
*Mr Wedgborough*









T. Stothard, del.

R. Pollard, sculp.

*Callicum (and) Maguilla?*  
*Chiefs of Nootka Sound?*

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ship. Comekela, who for several days had been in a state of the most anxious impatience, now enjoyed the inexpressible delight of once more beholding his native land, to which he returned with the conscious pride of knowledge acquired by his voyage, and in the possession of those articles of utility or decoration, which would create the wonder, and increase the respect of his nation. His joy, however, received no inconsiderable interruption from the absence of his brother Maquilla, the chief of King George's Sound, and his relation Callicum, who stood next in rank to the sovereign. These chiefs were, at this time, on a visit of ceremony to Wicananish, a powerful prince of a tribe to the Southward. Of this circumstance we were informed by Hannapa, who in the absence of the two superior chiefs was left in power at Nootka, and who was come on board to pay us a visit.

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At this time Comekela was dressed in a scarlet regimental coat, decorated with brass buttons,—a military hat set off with a flaunting cockade, decent linens, and other appendages of European dress, which was far more than sufficient to excite the extreme admiration of his countrymen. Nor was Hannapa insensible to the appearance of Comekela; for he regarded him not only with the most prying attention, but also with striking expressions of that envy which is a very prevalent passion among the natives of this part of America.

In a short time the ship was surrounded with a great number of canoes, which were filled with men, women and children; they brought also considerable supplies of fish, and we did not hesitate a moment to purchase an article so very acceptable to people just arrived from a long and toilsome voyage.

In

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In the evening the weather cleared up, and Comekela prepared to go on shore. The news of his intention was soon communicated to the village, which immediately poured forth all its inhabitants to welcome him to his native home.

Comekela had now arrayed himself in all his glory. His scarlet coat was decorated with such quantities of brass buttons and copper additions of one kind or other, as could not fail of procuring him the most profound respect from his countrymen, and render him an object of the first desire among the Nootka damsels. At least half a sheet of copper formed his breast-plate; from his ears copper ornaments were suspended, and he contrived to hang from his hair, which was dressed *en queue*, so many handles of copper saucepans, that his head was kept back by the weight of them, in such a stiff and upright position, as very much to heighten the singularity of his appearance. For various articles of his present pride Comekela had been in a state of continual hostility with the cook, from whom he had contrived to purloin them; but their last and principal struggle was for an enormous spit, which the American had seized as a spear, to swell the circumstance of that magnificence with which he was on the moment of dazzling the eyes of his countrymen;—And situated as we were, this important article of culinary service could not be denied him. In such a state of accoutrement, and feeling as much delight as ever fed the pride of the most splendid thrones of Europe or the East, we set out with him for the shore, when a general shout and cry from the village assured him of the universal joy which was felt on his return.

The whole body of inhabitants moved towards the beach, and with a most unpleasant howl, welcomed him on shore. At the head of them  
appeared



appeared his aunt, an old woman of about eighty years of age, and, from her appearance, might have been supposed to have lived in a continual state of filth and dirtiness from her birth to the moment in which we beheld such a disgusting object. She embraced her nephew with great affection, and shed the scalding rheum of her eyes on the cheek of Comekela.

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After the first ceremonies of welcome were over, and the first gaze of admiration satisfied, the whole company proceeded to the king's house, into which persons of rank were alone permitted to enter, and where a magnificent feast of whale blubber and oil was prepared: the whole company sat down with an appetite well suited to the luxuries of the banquet: even the little children drank the oil with all the appearance of extreme gratification; but Comekela's taste seemed to have been in some degree vitiated by the Indian and European cookery, and he did not enjoy his native delicacies with the same voracious gluttony as if his stomach had never known the variety of other food than that of Nootka. The evening was passed in great rejoicing; their songs and dancing continued during the greatest part of the night. We returned on board early in the evening; but we heard for a long time after the sound of their festivity.

Nootka is situated on a rising bank, which fronts the sea, and is backed and skirted with woods\*. In Friendly Cove the houses are large, and in the common fashion of the country. Each of these mansions accommodates several families, and is divided into partitions, in the

\* A particular account of the village or town of Nootka, is reserved for that part of this volume which will treat at large of the commerce, geography, &c. of the North West Coast of America.

manner

1788. manner of an English stable, in which all kinds of dirt, mixed with  
 MAY. blubber, oil and fish, are discovered by more senses than one, to form  
 a mass of undesirable filthiness.

Wednesday 14 On the 14th, the weather was sufficiently fair to admit of our dispatching a party on shore to erect a tent for the wooders and waterers, as well as one for the sail-makers. For this purpose a spot was chosen at a small distance from the village, and contiguous to a rivulet. The rest of the crew were employed in unreefing the running rigging, unbending the sails, and the other necessary duties of the ship.

Friday 16 On the 16th, a number of war canoes entered the cove, with Maquilla and Callicum; they moved with great parade round the ship, singing at the same time a song of a pleasing though sonorous melody:—there were twelve of these canoes, each of which contained about eighteen men, the greater part of whom were clothed in dresses of the most beautiful skins of the sea otter, which covered them from their necks to their ancles. Their hair was powdered with the white down of birds, and their faces bedaubed with red and black ochre, in the form of a shark's jaw, and a kind of spiral line, which rendered their appearance extremely savage. In most of these boats there were eight rowers on a side, and a single man sat in the bow. The chief occupied a place in the middle, and was also distinguished by an high cap, pointed at the crown, and ornamented at top with a small tuft of feathers.

We listened to their song with an equal degree of surprise and pleasure. It was, indeed, impossible for any ear susceptible of delight from musical sounds, or any mind that was not insensible to the power of melody, to remain unmoved by this solemn, unexpected concert. The chorus was in unison, and strictly correct as to time and tone; nor did a dissonant

note escape them. Sometimes they would make a sudden transition from the high to the low tones, with such melancholy turns in their variations, that we could not reconcile to ourselves the manner in which they acquired or contrived this more than untaught melody of nature.— There was also something for the eye as well as the ear; and the action which accompanied their voices, added very much to the impression which the chaunting made upon us all. Every one beat time with undeviating regularity, against the gunwale of the boat, with their paddles; and at the end of every verse or stanza, they pointed with extended arms to the North and the South, gradually sinking their voices in such a solemn manner, as to produce an effect not often attained by the orchestras in our quarter of the globe.

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They paddled round our ship twice in this manner, uniformly rising up when they came to the stern, and calling out the word *wacush*, *wacush*, or friends. They then brought their canoes along-side, when Maquilla and Callicum came on board. The former appeared to be about thirty years, of a middle size, but extremely well made, and possessing a countenance that was formed to interest all who saw him. The latter seemed to be ten years older, of an athletic make, and a fine open arrangement of features, that united regard and confidence. The inferior people were proper and very personable men. A seal-skin filled with oil was immediately handed on board, of which the chiefs took a small quantity, and then ordered it to be returned to the people in the canoes, who soon emptied the vessel of this luxurious liquor.

A present, consisting of copper, iron, and other gratifying articles, was made to Maquilla and Callicum, who, on receiving it, took off their sea-otter garments, threw them, in the most graceful manner, at



1788. our feet, and remained in the unattired garb of nature on the deck.—  
MAY. They were each of them in return presented with a blanket,—when with every mark of the highest satisfaction, they descended into their canoes, which were paddled hastily to the shore.

The manner in which these people give and receive presents is, we believe, peculiar to themselves. However costly the gift may be in their own eyes, they wish to take away all idea of conferring any obligation on the receiver of it. We have seen two chiefs meet on a visit of ceremony provided with presents of the richest furs, which they flung before each other with an air that marked the most generous friendship, and rivalled that amiable interchange of kindness which distinguishes the more polished nations of the world.

Sunday 25 From the time of our arrival at Nootka to the 25th, we had much bad weather ; but that circumstance, however unpleasant, did not prevent us from engaging in the different operations we had in view. Maquilla had not only most readily consented to grant us a spot of ground in his territory, whereon an house might be built for the accommodation of the people we intended to leave there, but had promised us also his assistance in forwarding our works, and his protection of the party who were destined to remain at Nootka during our absence. In return for this kindness, and to ensure a continuance of it, the chief was presented with a pair of pistols, which he had regarded with an eye of solicitation ever since our arrival. Callicum, who seemed to have formed a most affectionate attachment to us, was also gratified, as well as the ladies of his family, with suitable presents : it indeed became our more immediate attention to confirm his regard, as he had been appointed by Maquilla to be our particular guardian and protector, and had the most peremptory injunctions to prevent the natives from making any depredations on us.

But however disposed we might be to rely on the friendship of these chiefs, we thought it prudent, during the negotiation between us, to inform them of our power, by explaining the force we possessed, and the mode of applying it, in case they should at any time change their present dispositions towards us. We wished to operate on their fears as well as their gratitude, in order to secure, with greater certainty, the object of our voyage.

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Great advances were made in building the house, which on the 28th Wednesday was completely finished. In the very expeditious accomplishment of this important work, the natives afforded us all the assistance in their power, not only by bringing the timber from the woods, but by readily engaging in any and every service that was required of them. When the bell rung for our people to leave off work in the evening, the native labourers were always assembled to receive their daily pay, which was distributed in certain proportions of beads or iron. Such a proceeding on our part, won so much upon their regard and confidence, that we could not find employment for the numbers that continually solicited to engage in our service.

The house was sufficiently spacious to contain all the party intended to be left in the Sound.—On the ground-floor there was ample room for the coopers, sail makers and other artizans to work in bad weather: a large room was also set apart for the stores and provisions, and the armourer's shop was attached to one end of the building and communicated with it. The upper story was divided into an eating room and chambers for the party. On the whole, our house, though it was not built to satisfy a lover of architectural beauty, was admirably well calculated for the purpose to which it was destined, and appeared to be a structure of uncommon magnificence to the natives of King George's Sound.

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A strong breast-work was thrown up round the house, enclosing a considerable area of ground, which, with one piece of cannon, placed in such a manner as to command the cove and village of Nootka, formed a fortification sufficient to secure the party from any intrusion. Without this breast-work, was laid the keel of a vessel of 40 or 50 tons, which was now to be built agreeable to our former determinations.

Thursday 5

By the 5th of June, our operations were considerably advanced; the ships had been caulked, the rigging repaired, and the sails were overhauled;—stone ballast had been received on board, as we found the danger of sand ballast, on account of its choaking the pumps, and the ship was wooded, watered, and got ready for sea. All this various and necessary business was done, though the weather had been very indifferent from the time of our arrival, having had almost continual heavy rains, with southerly winds. These rains had entirely washed the snow from off the ground, and except on the summits of the mountains and the higher hills, small patches of it only were now to be seen; but vegetation was still very backward, and changed but by a very gentle gradation the dreary appearance of the country on our arrival.

The party destined to remain on shore were busily employed in their various occupations: some were engaged in bringing the timber from the woods at a great distance, and through a thick forest of very difficult passage; others in sawing and shaping it for the several purposes to which it was to be applied, while the armourers were busy in making bolts, nails, &c. ready for use, or forging iron into the necessary articles of trade; so that, by proceeding on a system of order and regularity, we had, in a very little time, formed our new dock-yard, in which the carpenters had already laid the keel, and raised, bolted and fixed the stern and stern-post; so that expectation had but a little while to look



forward, till it would be gratified in seeing this vessel fit for the service to which it was destined.

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If histories of navigation were written merely to amuse the leisure hours of the rich, or to satisfy the eager enquiries of the philosopher, much of the minute parts of such a work as this would be necessarily omitted, as unentertaining to the one, or beneath the notice of the other; but narratives of voyages are applicable to other purposes; and, if they should not prove instructive to future navigators—if they should not tend to aid and facilitate the progress of commercial enterprise, the difficulties and dangers of such voyages must have been encountered in vain, and the time employed in writing an account of them be added to the waste of life.

The good harmony and friendly intercourse which subsisted between us and the natives, will, we trust, be considered as a proof that our conduct was regulated by the principles of humane policy; while the generous and hospitable demeanour of our faithful allies will convey a favourable idea of their character, when treated with that kindness which unenlightened nature demands, and is the true object of commercial policy to employ.

The various offices of personal attachment which we received from many individuals of these people, were sufficient to convince us that gratitude is a virtue well known on this distant shore,—and that a noble sensibility to offices of kindness was to be found among the woods of Nootka.—Callicum possessed a delicacy of mind and conduct which would have done honour to the most improved state of our civilization; a thousand instances of regard and affection towards us might be related of this amiable man, who is now no more; and the only return that we  
can

1788. can make for his friendship is to record it, with every expression of  
 JUNE. horror and detestation of that inhuman and wanton spirit of murder, which deprived his country of its brightest ornament, the future navigator of a protecting friend,—and drove an unoffending and useful people from their native home, to find a new habitation in the distant desert\*.

\* This amiable chief was shot through the body in the month of June, 1789, by an officer on board one of the ships of Don Joseph Stephen Martinez. The following particulars we received from the master of the North West America, a young gentleman of the most correct veracity, who was himself a mournful witness of the inhuman act :—

Callicum, his wife and child, came in a small canoe, with a present of fish, along-side the *Princessa*, the commodore's ship; and, the fish being taken from him in a rough and unwelcome manner, before he could present it to the commander,—the chief was so incensed at this behaviour, that he immediately left the ship, exclaiming as he departed, *pesbae, pesbae!* the meaning of which is, bad, bad!—This conduct was considered as so offensive, that he was immediately shot from the quarter-deck, by a ball, through the heart. The body on receiving the ball, sprung over the side of the canoe and immediately sunk. The wife was taken with her child, in a state of stupefaction to the shore by some of her friends, who were witnesses of this inhuman catastrophe. Shortly after, however, the father of Callicum ventured on board the Spanish ship, to beg permission to creep for the body beneath the water, when this sad request of parental sorrow was refused, till the poor afflicted savage had collected a sufficient number of skins among his neighbours to purchase, of christians, the privilege of giving sepulture to a son whom they had murdered. The body was soon found, and followed to its place of interment by the lamenting widow, attended by all the inhabitants of the Sound, who expressed the keenest sorrows for a chief whom they loved, and to whose virtues it becomes our duty to give the grateful testimony of merited affection.

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## C H A P. X.

*Methods employed by the Natives to advance the Price of Sea Otters Skins.—Their Superiority in arranging their Bargains between us.—Conduct of Comekela,—Made a Chief through our Influence.—His Marriage.—The Magnificence of the Entertainment on the Occasion.—Maquilla and his Chiefs affect our Dress and Manners.—Valuable Present of Maquilla.—A Grindstone stolen.—An human Hand offered for Sale.—Narrow Escape of the Natives on the Occasion.—Melancholy Loss of Part of the Crew of the Imperial Eagle, in 1787.—Suspicion that Maquilla is a Cannibal.—Extraordinary Pillow of Callicum.—The Inhabitants of Friendly Cove remove to a small Distance.—The Reasons and Facility of their Removal.—A young Otter brought for Sale.*

**I**N the interval between our arrival and the fifth of June, a very brisk trade had been carried on for furs, and we had procured upwards of one hundred and forty sea otter skins. On our first arrival we had stipulated a certain price for every different kind of fur, according to its value; but in the whole business of this traffic they availed themselves of every advantage; and it was our interest, from the views of future benefit, to submit to any deviation they attempted to make from their original agreement.

After some little time they changed the whole order of their traffic with us; and instead of common barter, according to the distinct value  
of



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of the articles exchanged, the whole of our mercantile dealings was carried on by making reciprocal presents; the ceremony of which was accompanied with the utmost display of their pride and hospitality.—The particulars of these customs are related at large in that part of the work which is more particularly assigned to commercial information.

Whenever Maquilla or Callicum thought proper to make us a present, one of their personal attendants was sent to request the company of the *Tigbee*, or Captain, on shore, who always accepted the invitation, charged with such articles as were intended to be presented in return. On our arrival at the habitation of the chiefs, where a great number of spectators attended to see the ceremony, the sea otter skins were produced with great shoutings and gestures of exultation, and then laid at our feet. The silence of expectation then succeeded among them, and their most eager attention was employed on the returns we should make; nor can it be supposed, that, considering our credit as British merchants, we were deficient in affording the expected satisfaction:—besides, it had been artfully enough hinted by our Nootka friends, that as soon as their present stock of skins was exhausted, they should go upon an expedition to procure more; and this was one circumstance, among others, which naturally tended to quicken the spirit of commerce between us.

Since the first discovery of this Sound by Captain Cook, several ships had arrived there for the purpose of trading with the natives, who had acquired a greater degree of civilization from such a communication than we expected to have found amongst them;—but it was a matter of some surprize to us, that they appeared, at least to our observation, totally destitute of European articles: for, of all the iron, copper, beads, &c. which they must have received in return for their furs, not a particle of them

them was now to be seen ;—nor is it easy to conjecture in what manner they had contrived, in so short a time, to dissipate their treasures.

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The fickleness that they at times discovered in their traffic, was occasionally very troublesome. At one time copper was their favourite object ; at another, iron was the only commodity in estimation among them ; beads would also have their turn of preference. But this hesitation in their choice was generally determined by a medley of them all.

Comekela was, at first, very active in forwarding our commercial arrangement ; but he had become very deficient in his native tongue, and he now spoke such a jargon of the Chinese, English, and Nootkan languages, as to be by no means a ready interpreter between us and the natives ;—besides, in returning to the manners of his country, he began to prefer the interests of his countrymen, and, amidst the renewed luxuries of whale-flesh, blubber and oil, to forget the very great kindnesses we had bestowed upon him.—But as he had, through our influence, been raised into a situation of trust and honour, it was not our interest to unfold our suspicions of his duplicity and ingratitude towards us. Maquilla had committed to him the care of his most valuable treasures, among which was a brass mortar, left by Captain Cook, which was held in the highest degree of estimation by the Nootka Chief. This piece of culinary furniture was elevated from a state of servile use, to become a symbol of royal magnificence. It was kept extremely bright, and, in visits, or meetings of ceremony, it was borne before Maquilla, to aid the splendor of the regal character.—It was therefore an object rather to recall his former dispositions towards us, by the continuance of our friendship, than to justify his deviation from that regard which it was his duty to manifest in our favour. We therefore exerted our influence with his brother Maquilla, to elevate him at once to the character of chief,

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by

1788. by marrying him to a woman of rank in his own district. This favour  
JUNE. was immediately granted to our solicitation, and we were invited to the nuptials, which were solemnized with all possible magnificence.—Half a whale, a large quantity of other fish, with an adequate proportion of oil, formed the sumptuous part of this entertainment, which was served with a surprizing degree of regularity to near three hundred people, who conducted themselves with great order, and expressed extreme satisfaction at the splendor and hospitality of their chief.

Friday 6

On the 6th, a messenger came on board from Maquilla, with the information that he was preparing to make us a very superb present, and to desire our attendance on shore, in order to receive it.—We immediately waited on the chief, and found him dressed in an European suit of cloaths, with a ruffled shirt, and his hair queued and powdered :—these decorations of his person were part of those presents which Comekela had received from us, and were, with all their weight of copper ornaments, considered as a proud distinction of Nootka royalty. The king was surrounded with several chiefs, who were all adorned with some particular article of English dress, which appeared to afford an uncommon gratification to their vanity; and, on this occasion, they had cleansed their faces from all the oil and ochre with which they were usually bedaubed.—Indeed, the metamorphosis was of such a nature, as, on our first entering the house, to puzzle us a little in the recognition of our friends. This circumstance afforded them considerable entertainment, which was followed by their rising up and imitating our mode of salutation. The manner of taking off their hats, the curious gestures they fell into, in scraping and bowing to each other, with a few English words which they had acquired, and now repeated aloud, without connection or understanding, composed a scene with which they were delighted, and we could not be displeased. When these good-humoured ceremonies were  
over,



over, the chief ordered several very fine sea otter skins to be produced before us, and afterwards sent on board the ship; to which he added a very fine deer, that had been just killed in the woods by one of his people. We were not backward in making a suitable present to Maquilla; and, on our return to the ship, we found that the otter-skins had preceded us.

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The arrival of Comekela had inspired these people with a decided preference for the articles of European dress;—an hat, a shoe, or a stocking, would generally turn the balance of commercial negotiation in our favour:—nor did we neglect any motives in our power to encourage a fancy which might promote the use of woollens amongst them.

On the 7th, a complaint was made by the cooper that his grindstone had been stolen by the natives.—This was the first act of depredation that we had suffered;—indeed the different ships that had visited the Sound before us are said to have endured a similar loss. We had observed that the attention of the people had been principally directed to this stone, being convinced that it contained some peculiar charm, by which it communicated, with such little trouble, so sharp an edge to our iron; an operation which they found a matter of no common difficulty.

Saturday 7

The loss of this article was of some importance; and every means was exerted to recover it, but in vain;—even our application to Maquilla was not attended with the usual success.—It was, however, thought more prudent to connive at the theft, than engage in a dispute with the people;—we therefore contented ourselves with issuing strict orders that none of the natives, except the chiefs, should, in future, be admitted within the breast-work that surrounded the house.

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Sunday 8

On the 8th, a strange canoe with several people in it entered the cove, and, coming alongside the ship, sold us a small number of sea otter skins:—they also offered for sale an human hand, dried and shrivelled up; the fingers of which were compleat, and the nails long; but our horror may be better conceived than expressed, when we saw a seal hanging from the ear of one of the men in the canoe, which was known to have belonged to the unfortunate Mr. Millar, of the Imperial Eagle, whose melancholy history was perfectly well known to every one on board\*. The sailors scarcely hesitated a moment in expressing their opinion that it must have been the hand of Mr. Millar, and that the people before them were the murderers of that officer. This suspicion would have caused the certain death of our visitors, if it had not been suggested that the seal in question might have been transferred, by a succession of barter, to the present possessor.—The being in possession of the hand was, however, considered as so preponderating a circumstance, that it was no easy matter to keep the sailors in due bounds; and who, after all, could not be restrained from driving these people away from the ship, with every mark of insult and detestation. They proved, however, to be innocent of the crime of which they had been suspected; as we were assured, the next day, by Maquilla himself, on his own knowledge, that they had received the articles which had occasioned so much disgust to us, in the way of trade, from the natives of Queenhythe, which was the very place where Mr. Millar and his associates had been murdered.—But the chief did not attempt to

\* The Imperial Eagle was a ship employed to collect furs on the Coast of America, in the year 1787. In the course of this business, the Captain dispatched his long-boat from King George's Sound, on a trading expedition as far as 47° North; she then anchored a-breast of a river, the shallows at whose entrance prevented the long-boat from getting into it. A small boat, however, which was attached to the other, was sent up the river with Mr. Millar, an officer of the Imperial Eagle, another young gentleman, and four seamen.—They continued rowing till they came to a village, where they were supposed to have been seized and murdered by the natives, as their cloaths were afterwards found stained with blood.

deny

deny that the hand had belonged to one of our unhappy countrymen; and, from his manifest confusion in conversing on this subject, and various other concurring circumstances, which will be related hereafter, we were very much disposed to believe that Maquilla himself was a cannibal. There is, indeed, too much reason to apprehend that the horrible traffic for human flesh extends, more or less, along this part of the continent of America. Even our friend Callicum reposed his head, at night, upon a large bag, filled with human skulls, which he shewed as the trophies of his superior courage; and it is more than probable, that the bodies of the victims to which they belonged, had furnished a banquet of victory for him, and the warriors that shared his savage glory.

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On the same day Wicananish, a powerful chief to the Southward, at whose court Maquilla was visiting when we arrived in the Sound, came to return the visit, with two war canoes, and the greater part of his numerous suite superbly dressed in furs of the highest estimation. These people were of a more thriving appearance than our friends at Nootka, which arose, probably, from their being situated on a part of the coast where whales were in greater plenty;—for this article, on which much of the sustenance, and all their luxury depended, was beginning to be scarce in Nootka Sound. Wicananish paid us a formal visit on board the Felice, and invited us to his place of residence, with a promise of great abundance of furs;—but we could not, at present, tempt him, or any of his attendants, by any articles in our possession, to part with the beautiful dresses which they wore.

On the 10th, we observed a general commotion throughout the village, and, in a short time, as if by enchantment, the greater part of the houses disappeared.—When we went on shore, Maquilla informed us that

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his people were preparing to remove to a bay which was at the distance of about two miles from the Sound, on account of the great quantities of fish which resorted thither, not only to procure a present stock of whale and other fish, but to take the earliest opportunity to prepare for their winter's subsistence.

The manner in which the houses of Nootka are constructed, renders the embarkations as well as debarkations a work of little time and ready execution, so that a large and populous village is entirely removed to a different station with as much ease as any other water carriage. But a more particular account of these and similar circumstances relating to the manners and customs of these North Western Americans, will, as we have before had occasion to observe, be given in another part of this volume.

Several young sea otters were brought on board for sale, which found no purchasers. One of them was brought alive; the dams and all their whelps had been killed by Maquilla, except this, which, however, had met with some very rough treatment, as one of its eyes had been evidently forced out of its socket. It was very small, made a noise exactly like a young child, and was the most animated creature we had ever seen among the brute race.—After keeping it a day or two, we threw it into the sea, in order to let it escape; but, to our great surprize, we found that it could neither dive or swim, but continued flouncing about in the water till we retook it on board, when it soon after died from the bruises it had received.—This circumstance is, however, easily accounted for, as the dam of the sea otter is well known to carry its young ones on its back till a certain period, when they have acquired both strength and habit to take care of themselves.

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## C H A P. XI.

*Ship prepares to put to Sea.—The Pinnace stolen by the Natives.—Impossibility of recovering her.—Some uneasinesses on board the Ship.—Officers and Party intended to be left on shore, landed.—Provisions made for equipping the New Vessel.—The Safety of the Party consulted.—Progress of the New Vessel.—Health of the Crew.—Supplies of Fish.—A formal Visit to Maquilla, and Renewal of the Treaty, &c.—He is made acquainted with the probable Time of the IPHIGENIA's Arrival.—Requests a Letter for the Captain.—Our Astonishment at his Knowledge, and by what Means it was obtained.—Story of Mr. Maccay.—Callicum arrives from hunting the Sea Otter.—Articles which had belonged to Sir Joseph Banks in his Possession.—The Ship puts to Sea.—Plan of future Proceedings, &c. &c.*

ON the 11th of June, the weather being fine and moderate, the ship was unmoored and towed by the boats out of Friendly Cove, in order to put to sea: it had been our intention to have departed on the 9th, but we suffered an accident which very much distressed us: this was no less than the loss of the Pinnace, a very large fine boat, and the only one of the kind we had. We were disposed to believe at first, that she broke adrift from the ship in the night, in a gust of wind, without being perceived by the watch;—but in the morning she was not to be seen, and both boats and canoes were dispatched in search of her, but to no purpose of success. Large rewards were then offered to the natives if they would restore her, as, from a variety of circumstances, we had no doubt but that she was in their possession. Maquilla and Cal-

Wednesday 11.

1788. licum both asserted their innocence in the strongest terms ; but it afterwards appeared, as we suspected, that the boat had been stolen and broken up for the sake of the iron and nails, which were afterwards dispersed throughout the Sound.
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This theft threatened, at first, a rupture between us and the chief ; and while there were any hopes of producing the restoration of the Pinnace, we assumed rather an appearance of resentment ; but when we were convinced that the recovery of the boat was impracticable, we let the matter pass over without any further bustle or disturbance. Had we, indeed, proceeded to take any steps towards a retaliation, it would probably have occasioned a breach between us and the chief of Nootka, which might have been disadvantageous to our commercial objects in general, and been attended with evident danger to the party we should leave behind us. We therefore contented ourselves with warning Maquilla against any depredations of a similar nature, and suspending the quarter-masters from their stations, as it was from their neglect that this very distressing inconvenience proceeded.

There still continued to lurk amongst the crew those symptoms of mutiny which had, at times, discovered itself in the early part of the voyage ; though we had flattered ourselves that it was entirely eradicated previous to our arrival at Samboingan. The boatswain had lately failed in that respect to the officers which the duties of his station indispensably obliged him to observe. But a proper degree of spirit and exertion checked such menacing conduct, and he was degraded from his situation to the inferior duty before the mast. Another boatswain was appointed in his stead, and the whole of this proceeding was entered in the log-book.



On the day previous to our departure we landed the officers and party who were to remain on shore with the carpenters, in order to compleat the vessel. Proper instructions were left with the commanding officer, should the Felice fail in her proposed return, or any fatality happen either to her or the Iphigenia, who was expected in the Sound by the latter end of the autumn. In case such an accumulated misfortune should befall the expedition, we left every necessary store to equip the new vessel for sea, with sufficient provisions to carry her to the Sandwich Islands, where she would be able to obtain sufficient refreshment to enable her to proceed to China. It was but a necessary duty to guard, as well as we were able, against every possible calamity; the ship's company did not appear to feel any impressions of an unfavourable omen, and we left our friends on shore with the most cheering hopes of finding them at our return, in a situation of great advantage and comfort.

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But, independent of the vessel, we hoped to reap very considerable benefits from the party on shore; at least we had every reason to expect that they would collect all the furs taken by the inhabitants of King George's Sound during the summer months, which we knew must be considerable. We were, at all events, very certain that they would remain free from disturbance and molestation; for besides a piece of cannon mounted on the works, the little fort was well supplied with arms and ammunition; and the garrison, including the artificers, was fully sufficient to defend it against any power that could be brought against it.

The vessel was in great forwardness, several of her floor timbers were laid, and the armourers had prepared a large quantity of nails and bolts. There was established, besides, a very convenient rope-walk, and we had already begun to manufacture that essential article. So that, if all the circumstances of erecting a comfortable and commodious house, ballasting

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1788. and equipping the Felice for sea, and the laborious business of procuring  
JUNE. timber and preparing materials for the construction of the new vessels, with some few necessary attentions to our commercial arrangements, be considered, the accusation of idleness or negligence, would be the last that the most unreflecting injustice could lay to our charge.

On our first arrival in the Sound the country appeared moist, dreary, and uncomfortable ; but we observed very little snow then on the ground, and that little was quickly washed away by the heavy rains which succeeded our arrival:—we found the air remarkably mild, and the fresh greens and onions, which were in the greatest abundance, soon restored the invalids we had on board to a state of perfect health.

Our supplies of fish were constant and regular, and the natives never failed to bring to daily sale as much of this article as they could spare from the demands of home consumption.

On the eve of our departure, a formal visit was paid Maquilla, in order to acquaint him that on the next day we proposed to leave the Sound. We made him understand that it would be three or four months before our ship would return, and about what time we supposed the vessel on the stocks would be launched. They called the latter *Mamatlee* or ship, and the former *Tigbee Mamallee*, or great ship.—The chief was also requested to shew every mark of attention and friendship to the party we should leave on shore ; and as a bribe to secure his attachment, he was promised that when we finally left the coast, he should enter into full possession of the house and all the goods and chattels thereunto belonging. As a proof of our immediate regard, he was presented with a suit of cloaths covered with metal buttons, in his eyes of extraordinary estimation ; several presents were made to the ladies of his family ; and as we  
were

were taking our leave, an old lady, the aunt of Comekela, whom we have already described as a mass of age and filthiness, requested, in a very earnest manner, to be indulged with a pair of buckles, which, immediately on her receiving them, were hung in her ears with the same pride that European beauty feels in decorating its charms with the gems of India.

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Maquilla, who was glowing with delight at the attentions we had paid him, readily granted every request we thought proper to make, and confirmed, with the strongest assurances of good faith, the treaty of friendship which had been already entered into between us. He was now also informed that another ship was expected in the Sound, which might probably arrive in our absence, and that the Captain of this ship was our particular friend. On receiving this intelligence, he very much astonished us by demanding, without the least hesitation, that we would leave a letter with him for our friend, the chief. We had not the least idea that these people had the most imperfect notion of our possessing the faculty of communicating our thoughts to each other on paper; and curiosity was instantly awake to know by what means they could possibly have acquired such an article of information. It was, however, soon suggested to us, that these people obtained their knowledge from a Mr. Maccay, who had remained, we believe, upwards of fourteen months among them, during which time he had kept a journal, which we have seen, and the circumstance of which cannot be passed over without some account of the business which occasioned his being left to nothing better than savage life.

The ships Captain Cook and Experiment had been equipped under the direction of Mr. Scot, — whose mercantile experience and spirit are acknowledged in Europe as well as in India, — from Bombay to America, for the purpose of collecting furs:—they arrived on the



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coast in the year 1786, and left Mr. Maccay, the surgeon's mate on board one of them, with his own entire consent and approbation, under the protection of Maquilla. Mr. Strange, who had the superintendence of these ships, entertained an opinion that very great commercial effects might proceed from leaving Mr. Maccay with the natives of King George's Sound, to learn their language, customs and manners. He was, therefore, accordingly left in the year 1786, and continued with them till 1787, when he embarked for China on board the Imperial Eagle.

Though this gentleman had been furnished with cloaths and provisions for his stay at Nootka, he was reduced to the level of a savage, and we hardly could conceive how it was possible for an European constitution to support itself with food aversive to its habits and its nature,—to live in every species of filth, and satisfy even hunger with train oil and blubber. But this was not all,—during Mr. Maccay's stay, from the length and severity of the winter, a famine reigned at Nootka Sound: the stock of dried fish was expended, and no fresh supplies of any kind was to be caught; so that the natives were obliged to submit to a stated allowance, and the chiefs brought every day to our countrymen, the stated meal of seven dried herrings heads. The perusal of this gentleman's journal would shock any mind tinctured with humanity. The savages, however, gave him a wife, and once or twice took him with them to feasts and distant parts; and we can vouch, whatever their conduct may have been, that both the chiefs at Nootka and Wicananish enquired concerning his welfare as if they felt the affection for him which they expressed.

Maquilla was therefore indulged with a letter agreeable to his request; and we were not long in making the discovery, that a dread of the Iphigenia's

genia's arrival would prove a stronger protection to our party, than all the kindness we had bestowed on, and all the promises which we had received from him.

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Callicum, who had been gone for some time to hunt otters, was now returned, and it gave us no little satisfaction that the chief on whom we had the most reliance, and who was the professed protector and patron of our party, was come back to Nootka, previous to our departure from it. The usual tokens of friendship passed between us; but, in return for the present we now made him, he surprised us with three pieces of a brassy metal formed like cricket bats, on which the remains of the name and arms of Sir Joseph Banks, and the date of the year 1775, were very evident. On one of them the engraving was not so much injured as to prevent the whole of it from being very intelligible; on the others, part of these distinct marks was worn out. But these tokens of regard were returned to the amiable chief, to continue the remembrance of the original donor of them, to whose enterprising and philosophic spirit we may be said to be in a great measure indebted for the discovery of a coast, which, in spite of every impediment, will, I trust, prove a source of beneficial commerce to our country.

On putting to sea, it was determined to trace the Southern part of the coast from King George's Sound, as the *Iphigenia* was to trace the Northern part of it, from Cook's River to the same place; by which arrangement the whole of the American continent from 60° to 45° North would be explored, with various intermediate places which were not examined by Captain Cook. We accordingly set sail, after having given repeated instructions to the party we left behind, to hold themselves continually on their guard against the natives,—and to be extremely attentive to preserve the most perfect harmony with the inhabitants of Nootka Sound.

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## C H A P. XII.

*The chiefs Hanna and Detoctche visit the Ship on her Way to the Residence of Wicananish, &c.—Wicananish arrives on board, and pilots the Ship into his Roadsted.—Numbers of the Inhabitants come off to the Ship.—The Face of the Country and the Village of Wicananish described.—Visit paid to the Chief.—Description of his House.—Their Ingenuity a Subject of Astonishment.—Immenſe Family of Wicananish.—His Opulence, Riches, and Mode of Feasting.—Presents made to Wicananish.—The high Value ſet on Tea-kettles.—The magnificent Return made to our Presents.—The Wives of Wicananish, their Beauty, with the Presents made to them.—Brisk Trade carried on with the Natives.—Reſreſhments procured.—Trade with the Chief.—Murder of a Stranger by the People of the Village.—The Ship obliged by bad Weather to enter the inner Port, named Port Cox.*

Wednesday 11

ON the 11th of June in the evening, we were purſuing our courſe to the South Eaſt, at the diſtance of three miles from the ſhore, when, at ſunſet, Breaker's Point, which forms the Eaſtern ſhore of the entrance of King George's Sound, bore in the direction of North Weſt half Weſt, and a point appeared ſtretching to the Southward of Breaker's Point, which obtained the name of Half-way Point, on account of its being about midway between King George's Sound and the reſidence of Wicananish. This point bore Eaſt, and our diſtance from the ſhore might be about three leagues. By a medium of ſeveral amplitudes and azimuths, the variation of the compaſs was  $21^{\circ} 5'$  Eaſterly.

We



We continued our course till eleven o'clock, with the long-boat in tow, when it was thought prudent to heave to for the night. At day-break on the 12th, we made sail, with the wind variable. At noon the observed latitude was  $49^{\circ} 22'$  North, though we yet observed Breaker's Point bearing North West by North; and at the same time saw an high mountain over the entrance of Wicananish, bearing East North East, at the distance of seven leagues.

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Thursday 12

As we pursued our course, under an easy sail, in order to examine the coast between our present position and King George's Sound, the wind veered to the South East by East, and the weather became overcast; as this wind was directly against us, the ship was tacked, and we stood out to sea, being apprehensive of bad weather, which we generally found to attend the South East winds. Our fears were soon and very fully confirmed, for the weather became squally and violent. The top-sails were close reefed; and we continued standing to sea to procure an offing, the most important object of attention on this coast. In the night it blew very hard from the South East, with an heavy sea, thick weather, and constant as well as violent rain. At midnight the ship was wore, and we stood in for the land.

At day-break on the 13th, the weather, though it cleared away at times, had a very tempestuous appearance; our distance from the land might be six leagues, and the remarkable hill above Wicananish appeared very plain in the form of a sugar loaf: it bore North East by East seven leagues. As we stood in for the shore, several canoes came off to us from a cluster of islands nearly abreast of us, in most of which there were upwards of twenty men, of a pleasing appearance and brawny form, chiefly clothed in otter skins of great beauty. They paddled along with great velocity, and after some time, two of the boats came along-side, and the people

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people in them did not hesitate to come on board. Amongst them there were two chiefs, named Hanna and Detootche, who resided at a village abreast of the ship. They were the handsomest men we had seen :—Hanna was about forty, and carried in his looks all the exterior marks of pleasantry and good humour ; Detootche was a young man, who to the beauty of form, added the graces of manner ; and, as far as our penetration could discover, the better qualities of the mind. They appeared to be perfectly at ease in our society, shook every person on board by the hand, and gave us very friendly invitations to receive the hospitality of their territory. They were extremely pressing that the ship should go in among the islands.

But as we had predetermined to seek out the residence of Wicananish, which we were instructed was not far from King George's Sound, we kept standing with that view towards the islands, which, as we approached, appeared to be low and woody, but we could perceive no practicable channel between them. Hanna and Detootche, to whom we had made some trifling presents, now took their leave and paddled on shore.

About noon the weather broke up, and the wind veered to the Northward of East, with which we stood along the shore to enter between this range of islands and the main ; when we perceived another small fleet of canoes approaching us, in the foremost of which we saw Wicananish, who, in a short time came on board, and undertook to pilot us himself into his harbour, the entrance of which, as he pointed it out to us, was at the distance of about five miles.

Boats were now sent a-head to sound, and we followed, under an easy sail ; when, after rounding the extremity of the Southernmost island,

we entered the roadsted, passing between several reefs of rocks. Our soundings were very regular; and, about one o'clock, we anchored between the main and the islands, being pretty well sheltered from the sea. Wicananish proved an excellent pilot, and was not only indefatigable in his own exertions, but equally attentive to the conduct of his canoes, in their attendance upon us.

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This roadsted bore the wildest appearance that can be conceived, and was defended from the sea by several small islets and reefs, which nearly connected them. The port we observed was situated about two miles from the anchoring ground we occupied, the entrance of which did not appear to be more than two cables length in breadth.

Abreast of the ship, on one of the islands, we perceived a village almost thrice as large as that of Nootka; from every part of which we now saw the people launching their canoes, and coming off in shoals to the ship, laden with fish, wild onions, and berries, which they disposed of to the sailors for small bits of iron, and other articles of similar attraction.—Wicananish was entertained during the greater part of the day on board, with several of his friends, and at night returned to the shore, followed by a long train of natives, who had waited to attend him.

The very fine weather on the 14th, gave us an opportunity to observe the face of the country, which appeared on all sides to be an impenetrable forest, without any intervals of a clear country. The village of Wicananish stands on a rising bank near the sea, and is backed by the woods. In consequence of a message from the chief to invite us to a feast at his house, we landed about noon, when we were met by a large crowd of women and children, and conducted by the brother of Wicananish to the place of entertainment.

Saturday 14



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On entering the house, we were absolutely astonished at the vast area it enclosed. It contained a large square, boarded up close on all sides to the height of twenty feet, with planks of an uncommon breadth and length. Three enormous trees, rudely carved and painted, formed the rafters, which were supported at the ends and in the middle by gigantic images, carved out of huge blocks of timber. The same kind of broad planks covered the whole to keep out the rain; but they were so placed as to be removed at pleasure, either to receive the air and light, or let out the smoke. In the middle of this spacious room were several fires, and beside them large wooden vessels filled with fish soup. Large slices of whale's flesh lay in a state of preparation to be put in similar machines filled with water, into which the women, with a kind of tongs, conveyed hot stones from very fierce fires, in order to make it boil:—heaps of fish were strewed about, and in this central part of the place, which might very properly be called the kitchen, stood large seal-skins filled with oil, from whence the guests were served with that delicious beverage.

The trees that supported the roof were of a size which would render the mast of a first-rate man of war diminutive, on a comparison with them; indeed our curiosity as well as our astonishment was on its utmost stretch, when we considered the strength that must be necessary to raise these enormous beams to their present elevation; and how such strength could be found by a people wholly unacquainted with mechanic powers. The door by which we entered this extraordinary fabric, was the mouth of one of these huge images, which, large as it may be supposed, was not disproportioned to the other features of this monstrous visage. We ascended by a few steps on the outside, and after passing this extraordinary kind of portal, descended down the chin into the house, where we found new matter for astonishment in the number of men, women, and children, who composed the family of the chief; which consisted of

at least eight hundred persons. These were divided into groupes, according to their respective offices, which had their distinct places assigned them. The whole of the building was surrounded by a bench, about two feet from the ground, on which the various inhabitants sat, eat and slept. The chief appeared at the upper end of the room, surrounded by natives of rank, on a small raised platform, round which were placed several large chests, over which hung bladders of oil, large slices of whale's flesh, and proportionable gobbets of blubber. Festoons of human skulls, arranged with some attention to uniformity, were disposed in almost every part where they could be placed, and were considered as a very splendid decoration of the royal apartment.

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When we appeared, the guests had made a considerable advance in their banquet. Before each person was placed a large slice of boiled whale, which, with small wooden dishes, filled with oil and fish soup, and a large muscle-shell, by way of spoon, composed the economy of the table. The servants were busily employed in preparing to replenish the several dishes as they were emptied, and the women in picking and opening the bark of a tree which served the purpose of towels. If the luxury of this entertainment is to be determined by the voraciousness with which it was eaten, and the quantity that was swallowed, we must consider it as the most luxurious feast we had ever beheld. Even the children, and some of them were not more than three years old, possessed the same rapacious appetite for oil and blubber as their fathers. The women, however, are forbidden from eating at these ceremonials.

Wicananish, with an air of hospitality which would have graced a more cultivated society, met us half way from the entrance, and conducted us to a seat near his own, on which we placed ourselves, and indulged our

1788. curiosity during the remainder of the banquet, in viewing the perspective  
JUNE. of this singular habitation.

The feast being ended, we were desired to shew the presents which were intended for the chief:—a great variety of articles, brought for that purpose, were accordingly displayed, among which were several blankets and two copper tea-kettles. The eyes of the whole assembly were rivetted on these unusual objects, and a guardian was immediately assigned to the two tea-kettles, who, on account of their extraordinary value and beauty, was ordered to place them with great care in the royal coffers, which consisted of large chests rudely carved, and fancifully adorned with human teeth.

About fifty men now advanced in the middle of the area, each of them holding up before us a sea otter skin of near six feet in length, and the most jetty blackness. As they remained in this posture, the chief made a speech, and giving his hand in token of friendship, informed us that these skins were the return he proposed to make for our present, and accordingly ordered them to be immediately sent to the ship.

Our royal host appeared to be entirely satisfied with our homage; and we, who were equally pleased with his magnificence, were about to take our leave, when the ladies of his family advanced towards us, from a distant part of the building, whither they had retired during the entertainment. Two of them had passed the middle age, but the other two were young, and the beauty of their countenances was so powerful as to predominate over the oil and red ochre which, in a great measure, covered them. One of the latter, in particular, displayed so sweet an air of diffidence and modesty, that no disgust of colour, or deformity of dress, could preclude her from awakening an interest even in minds cultured to refinement.



ment. We had not, very fortunately, disposed of all the treasure we had brought on shore, and a few beads and ear-rings that yet remained, served to give our visit a concluding grace, by presenting them to these ladies of the court.

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We continued till the 17th, carrying on a very brisk trade with the natives. The chief generally paid us a visit every day, and we lived on the most friendly terms with him and the whole village. The natives brought us abundance of fish of various kinds. The salmon and salmon-trout was of the best flavour, and we generally received cod, halibut, rock-fish, and herrings fresh from the sea; while the women and children sold us cray-fish, berries, wild onions, fallads, and other esculent plants:—an occasional piece of venison also heightened the luxury of our table. Tuesday 17

On the 17th, Wicananish requested our attendance on shore to engage in a barter for furs. On our landing, we were conducted, as before, to his house, where we found the number of his family to be rather increased than diminished. No form or ceremony, however, was now employed; the whole family seemed to enjoy a sociable intercourse with each other; the women were permitted to eat with the men, and greatly to our satisfaction, the whole company appeared with the familiarity of unbesmeared faces, so that we had an opportunity of examining the comeliness of one sex, and the beauty of the other. This circumstance led us to infer, that these people employ paint only on days of festivity and ceremony.

The sea otter skins and other furs were now produced to the number of thirty, and of the most beautiful kind; which, after a considerable deal of negotiation, we at length purchased; for we found to our cost, that

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that these people, like those of Nootka, possessed all the cunning necessary to the gains of mercantile life. The same rage for presents prevailed here, as in the Sound; and even the ladies would interfere in making a bargain, and retard the conclusion of it, till they had been gratified with an added offering.

Just as we were going to embark, there was a sudden and universal confusion throughout the village; a considerable number of canoes were instantly filled with armed men, and being launched in a moment, were paddled to the ship. At first we were apprehensive that some broil had taken place between the natives and the crew; but we were soon satisfied that a matter of political jealousy, respecting some of their neighbours, was the cause of this sudden commotion. Some strangers having ventured to visit the ship without the knowledge of Wicananish, the chief had ordered his people to fall upon the intruders, one of whom they had now seized and brought on shore. We are sorry to add, that this unfortunate man was immediately hurried into the woods, where we have every reason to apprehend that he was quickly murdered. We made the most earnest intercession in his behalf, and even proceeded to threats on the occasion; but while we were employed in the office of mercy, they, we fear, were enjoying the barbarity of revenge. This event strengthened our opinion, that however mild and friendly the behaviour of these people might be to us, perhaps under the influence of fear, they were fierce and cruel to each other. Indeed it had been very generally observed by us all, that at times, their countenances told a very plain tale of a savage mind.

Friday 20

The weather was very bad till the 20th, it blowing an hard gale of wind from the South East, with continual rain. At times, also, an heavy swell rolled in upon us, which rendered our situation very unpleasant.





*A Sketch*  
of  
**PORT COX**  
in the  
**DISTRICT**  
of  
**WICANANISH.**

*Engraved by T. Feet.*



pleasant. It was therefore determined that we should embrace the first favourable moment to get into the inner port, which had been already surveyed, and was found to be not only convenient, but entirely defended from the winds.

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In the evening it moderated, when the ship was got under sail, which was no sooner observed by Wicananish than he came on board, and safely piloted us into the harbour, which we named Port Cox, in honour of our friend John Henry Cox, Esq.—But not chusing to trust entirely to the skill of the chief on the occasion, the boats were sent a-head to sound, particularly on the bar; on which we had three and an half and four fathoms, and soon after deepened our water to thirteen, fourteen and fifteen fathoms. It then decreased to eight, in which depth we dropped our anchor in a safe and secure harbour.

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## C H A P. XIII.

*The People of Wicananish less civilized than those at Nootka.—Certain necessary Precautions give offence to, and occasion a Coolness between us and the Chief.—Good Understanding restored, and the Treaty of Friendship renewed.—Reciprocal Presents pass on the Occasion.—The Use of Fire-arms known to these People.—The Village removes to a small Distance.—Treaty between Wicananish, Hanna and Detootche.—Presents on the Occasion.—Good Consequences resulting to us from the Treaty.—Presents made to and received from Wicananish.—Present arrives from King George's Sound, &c.—Prepare for Sea.—The FELICE proceeds on her Voyage.—Description of Port Cox, &c. &c.*

ON the first view, the subjects of this chief appeared to be far less civilized than our friends at Nootka; we therefore proportionably encreased our precautions.—Their numbers were very considerable, and the boldness they discovered in all their transactions with us, gave us reason to believe, that any relaxation of our vigilance might tempt them to a conduct which would produce disagreeable consequences to us all. Besides, both in sagacity, as well as activity, they were very superior to the inhabitants of King George's Sound.—Wicananish, himself, though rather inclined to be corpulent, was athletic and active;—his brothers, possessed the same advantages; and all the young men were robust, in a continual state of exercise, and enured to constant labour. We observed, that the most tempestuous weather never prevented them from going to sea, to strike the whale or kill the otter:—fishing was an occupation



pation which was followed only by the inferior classes of the people.—The dominions of this chief were very extensive, and the numerous tribes who acknowledged his dominion, rendered him a very powerful sovereign. We, therefore, had sufficient reason to remain in a state of preparation against the possibility of that mischief which it was in his power to do us, and which opportunity might tempt him to employ.

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This vigilance on our part, which was considered by the chief as distrust in his friendship, gave him great offence, and occasioned a short coolness between us.—On the 21st, Wicananish observed that whenever he paid us a visit the great cabin was decorated with arms, and that several blunderbusses, &c. were placed on the deck; and not only left the ship in great anger, but refused to trade with us himself, and forbade his people from bringing us any supplies of fish or vegetables.—It was not, however, by any means, our interest that things should remain in this unpleasant, as well as inconvenient situation; it was therefore thought prudent to pay him a visit of peace on the following day; when, by the conciliating present of a sword, with a brass handle, and a large copper dish, the treaty of friendship was renewed; and this restoration of good humour was confirmed by a present of five beautiful otter skins, a fat doe, and a supply of fish for the crew. The generosity, as well as friendly conduct of the chief, on this occasion, seemed to demand an extraordinary exertion of acknowledgment on ours; and we made him happy beyond expression, by adding to his regalia a pistol and two charges of powder; a present which he had long solicited. Indeed the use of fire-arms was known to this tribe previous to our arrival among them.—When the Resolution and the Discovery first entered King George's Sound, Wicananish happened to be there, on a visit to Maquilla, and then acquired this unsuspected branch of knowledge.

Sunday 21

Monday 22

T

On

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On the 28th, we observed that the whole village removed from their close vicinity to the sea, into the inner port, with the same easy transfer which we had observed on a similar occasion, at Nootka, and took up their new position about a mile from the ship, on a point of land, just within the entrance of the harbour.

We were now formally made acquainted by Wicananish, that a treaty was negotiating between the chiefs Hanna and Detootche and himself, in which we were to be included; the substance of which was,—that all the furs then in their possession should be sold to Wicananish;—that they should live in peace and friendship with us;—that all the otter skins procured after the completion of the treaty, by either of the contracting chiefs, or their people, should be disposed of by themselves, and that they were all to have common access to the ship, where a fair and equitable market was to be opened for them without distinction.

From the jealousy which we already knew to subsist between these chiefs, we were perfectly satisfied, as we since had convincing proofs, that, on our entering the territories of Wicananish, neither Hanna or Detootche would be permitted to trade with, or even pay us a visit without having obtained a previous permission for that purpose. We had not therefore urged or encouraged an intercourse, which, though it would have been very advantageous to us, might, and most probably would have brought on a war between the respective sovereigns. This treaty, therefore, gave us that extension of commerce which we so much wished, in the regular course of friendly negotiation, and we were not backward in forwarding the completion of it.

This treaty, which was managed with all the address of refined policy, could not be arranged according to the proposed conditions, without an intrusion

trusion on the treasures of Wicananish, to which he knew not how to submit; and this was no less than a demand of the copper tea-kettles he so highly valued: but as the cession of them was made the governing article of the negotiation, they were at length, though reluctantly, consigned to Hanna and Detootche, who immediately gave up all the otter skins in their possession. But the chief did not long remain without being fully satisfied by us for the loss of his favourite vessels, by our presenting him with such articles as would make him ample reparation, and which he, probably, had in view when he made such a sacrifice. We therefore, among other things, selected six brass hilted swords, a pair of pistols, and a musket, with several charges of powder; and we would even have replaced the treasures with which his coffers had been so lately enriched, but not a single kettle was to be found in the ship. This present was sent on shore, and, including the returns to it, we had now procured an hundred and fifty fine otter skins.

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At this time a canoe very unexpectedly arrived from King George's Sound, with a present of fish from Maquilla, who had been made acquainted with all our motions, from the time we left his territories. By the same opportunity we had the pleasure of hearing that our party were well, and continued to make speedy advances towards the completion of the vessel: as one of the people, who was rather more intelligent than the rest, by measuring a certain number of spans, contrived to inform us of the actual state of the little *mamatlee*, as he called her;—by which we understood that her floor-timbers were laid.

The object of our touching at this port being now fulfilled, by having procured all the furs in the possession of Wicananish, with some considerable supplies of the same kind, from Hanna and Detootche, we now prepared to put to sea, to explore the coast to the Southward of this port. On the 28th,



1788. the ship was warped out of the inner harbour over the bar, and, in the  
JUNE. evening, the roadsted was cleared; when we pursued our course along shore, with a light westerly breeze and fine weather.

The harbour of Wicananish affords very secure shelter, with good anchorage, both in the roads and the inner port. An archipelago of islands seems to extend from King George's Sound to this place, and still further to the Southward. The channels between these islands are innumerable; but the necessary occupations of the ship would not allow us time to send out boats for the purpose of examining them:—as far, however, as our observation extended, we are disposed to believe that there is no channel for ships but that which we entered, and which is an exceeding good one.

These islands are covered thick with wood, with but very few clear spots, at least that we could discern. The soil is rich, producing wild berries, and other fruit in great abundance. The timber is of uncommon size, as well as beauty, and applicable to any purpose:—we saw frequent groves, almost every tree of which was fit for masts of any dimensions. Among a great variety of other trees we observed the red oak; the larch, the cedar, and black and white spruce fir.

In all our commercial transactions with these people, we were, more or less, the dupes of their cunning: and with such peculiar artifice did they sometimes conduct themselves, that all the precaution we could employ, was not sufficient to prevent our being overreached by them. The women, in particular, would play us a thousand tricks, and treat the discovery of their finessè with an arch kind of pleasantry that baffled reproach.—They were very superior in personal charms to the ladies of Nootka, and possessed a degree of modesty which is not often to be

found among the savage nations.—No entreaty or temptation in our power could prevail on them to venture on board the ship. But their beauty was destroyed by the filthy application of oil and ochre, and a general inattention to that cleanliness which Europeans consider as essential to female charms. We had an opportunity of seeing an instance of their delicacy, which, from its singularity, may not be thought unworthy of a relation.—Among other visitors of the ship, we were one day very much surprised by the appearance of a canoe paddled along by women, and containing about twenty of that sex, without a single person of the other. As we had never seen a canoe so freighted before, it very much engaged our attention; and, while we were contemplating this company of ladies, a young man leaped suddenly among them from another canoe; at which they were so alarmed, that, though they were clad in their best array, they all threw themselves, in an instant, into the sea, and swam in a body to the shore.

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The people of Wicananish are also very superior in point of industry and activity to those of King George's Sound. At break of day, without regard to the weather, the village was always empty; the men were employed in killing the whale, hunting the sea otter, or catching fish, and the women were in the woods, gathering berries, or traversing the sands and rocks in search of cray and shell-fish.

During our stay here, many strangers arrived from the Southern part of the coast, on purpose to visit us: but they were not only forbidden to trade, but to have any communication with us; to which regulation we thought it prudent to submit. These visits were very beneficial to Wicananish, and raised his importance with us, as we found that all these people, coming from various and distant districts, were subject to his power.

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JUNE.

power. Besides the two villages already mentioned, he had several other places of residence, to which he occasionally resorted, according to the season of the year, the calls of necessity, or the invitations of pleasure. In one of these places we reckoned twenty-six houses, each of which were capable of containing an hundred inhabitants. In short, such was the power and extensive territory of Wicananish, that it was very much our interest to conciliate his regard and cultivate his friendship.

CHAP.



1788.

JUNE.

## C H A P. XIV.

*Pursue our Course to the Southward along the Coast.—Numerous Villages seated on the Shore.—The Inhabitants come off to the Ship, and their Disappointment at our not coming to an Anchor.—Discover the Straits of Juan de Fuca.—Their Extent and Situation.—The Natives come off to the Ship.—Tatootche comes on board.—A Description of him.—Long-boat dispatched to find an Anchorage, and its Return.—Bad Behaviour of the Natives.—Pursue our Course along the Coast.—Short Account of the Straits of Juan de Fuca.—Island of Tatootche passed.—Natives come off to the Ship, &c.—Pass numerous Villages.—Dangerous Coast.—Violence of the South East Storms.—Cape Flattery.—Village of Claffett.—Ship enters the Bay of Queenhithe.—Savage Appearance of the Place.—See the Village of Queeneutell.—Destruction Isle.—Danger of the Ship, &c. &c.*

WE now left Wicananish, and during the night of the 28th we steered East South East, within three leagues of the land; and on the morning of the 29th, we found ourselves a-breast of a large Sound, from whence we saw a number of canoes coming out to meet us. Sunday 29

The canoes very soon paddled up to us, and some of the people came on board. They informed us that there were several villages in the Sound, but all under the jurisdiction of Wicananish.—As we had reason to believe that the chief had drawn all the furs from this place, we determined to avail ourselves of the present favourable season, to proceed

1788. to the Southward, and to call at this place on our return. The natives  
JUNE. employed their utmost persuasions to keep us sometime on their coast, but on observing that the ship was steering its course beyond their villages, they took their leave of us with very evident marks of chagrin and disappointment.

We pursued the course to East South East, along the shore, at the distance of three miles, having crossed the mouth of the Sound, which we observed to be of no great depth. At noon the latitude was  $48^{\circ} 39'$  North, at which time we had a complete view of an inlet, whose entrance appeared very extensive, bearing East South East, distant about six leagues. We endeavoured to keep in with the shore as much as possible, in order to have a perfect view of the land. This was an object of particular anxiety, as the part of the coast along which we were now sailing, had not been seen by Captain Cook; and we knew of no other navigator said to have been this way, except Maurelle; and his chart, which we now had on board, convinced us that he had either never seen this part of the coast, or that he had purposely misrepresented it.

As we continued our course along the land, we perceived frequent villages on the shore, from whence we were visited by canoes filled with people, who in their persons and manners very much resembled those of Port Cox. The different villages were individually anxious to keep the commerce of the ship to themselves, and that we should come to an anchor off their respective habitations; but as the entire coast was open to the sea, even if we had been inclined to indulge their request, it would not have been in our power. We, however, purchased several sea otter skins of them, and proceeded on our course.

By three o'clock in the afternoon, we arrived at the entrance of the great inlet already mentioned, which appeared to be twelve or fourteen leagues broad. From the mast-head it was observed to stretch to the East by North, and a clear and unbounded horizon was seen in this direction as far as the eye could reach. We frequently sounded, but could procure no ground with one hundred fathoms of line. About five o'clock we hove to off a small island, situated about two miles from the Southern land, that formed the entrance of this strait, near which we saw a very remarkable rock, that wore the form of an obelisk, and stood at some distance from the island.

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JUNE.

In a very short time we were surrounded by canoes filled with people of a much more savage appearance than any we had hitherto seen. They were principally clothed in sea otter skins, and had their faces grimly bedaubed with oil and black and red ochre. Their canoes were large, and held from twenty to thirty men, who were armed with bows, and arrows barbed with bone, that was ragged at the points, and with large spears pointed with muscle-shell.

We now made sail to close in with this island, when we again hove to about two miles from the shore. The island itself appeared to be a barren rock, almost inaccessible, and of no great extent; but the surface of it, as far as we could see, was covered with inhabitants, who were gazing at the ship. We could by no means reconcile the wild and uncultivated appearance of the place, with such a flourishing state of population.

The chief of this spot, whose name is Tatootche, did us the favour of a visit, and so surly and forbidding a character we had not yet seen.

U

His



1788. His face had no variety of colour on it, like the rest of the people, but  
JUNE. was entirely black, and covered with a glittering sand, which added to the savage fierceness of his appearance. He informed us that the power of Wicananish ended here, and that we were now within the limits of his government, which extended a considerable way to the Southward.— On receiving this information, we made him a small present, but he did not make us the least return, nor could he be persuaded to let his people trade with us. We had, indeed, already received some account of this chief from Wicananish, who advised us to be on our guard against him and his people, as a subtle and barbarous nation.

It was our design, if possible, to cast anchor here, and, with this view, the long-boat was manned and armed, and sent under the direction of a proper officer, to sound between the island and the main, in order to find an anchoring-ground. The strongest injunctions were given to avoid, if possible, any dispute with the natives, and a small portion of trading articles was put in the boat, in case the natives should be inclined to barter.

After the departure of the long-boat for the shore, which was followed by all the canoes, we kept tacking occasionally near the island, which we had now an opportunity of examining with some degree of minuteness; and, in whatever direction we beheld it, it appeared to be a barren rock, surrounded with reefs, on which the sea broke with great fury. We, however, had some hope that, between it and the main, a place of shelter and security might be found, as the situation would have been very convenient, not only for the purpose of exploring the strait, but also for the extension of our particular commerce.

About

About seven in the evening, the long-boat returned without having found any place fit for anchorage, and having procured but very few furs. The island, as the officer informed us, was not of a deceitful appearance; it was a solid rock, covered with a little verdure, and surrounded by breakers in every direction. A great crowd of canoes came off to the boat, filled with armed people, who behaved in a very disorderly manner; several of whom jumped into the boat, and took some trifling articles away by force, and then triumphed in their theft. Our people were highly enraged at this conduct, and fully disposed to retaliate;—but the prudence of the officer kept them quiet, who, being fearful of some unpleasant event, had no sooner made the necessary examination, than he returned on board.

1788.  
JUNE.

We were perfectly convinced that Wicananish had drawn from this chief a considerable quantity of his furs, as we observed many of our articles about them, which they could not have obtained but from Port Cox or King George's Sound. One of the natives in particular was in possession of a complete set of coat buttons, which was very familiar to the memory of us all.

Being thus disappointed in obtaining an harbour here, we continued our course to the Southward, and examined the coast with great attention, in expectation of finding a place of security, from whence our boats would be enabled not only to examine this strait, but other considerable portions of the coast. With this view we made sail about eight in the evening, and stood along the shore, with pleasant and moderate weather.

The strongest curiosity impelled us to enter this strait, which we shall call by the name of its original discoverer, John De Fuca.

1788.  
JUNE.

Some accounts of the straits of John de Fuca are handed down to us from the very respectable authority of Hakluyt and Purchas: the former of whom records the opinion which the ministers of Queen Elizabeth entertained of its importance. We had now ocular demonstration of its existence,—and we are persuaded, that if Captain Cook had seen this strait, he would have thought it worthy of farther examination.—The circumstances which put it out of our power to gratify the ardent desire we possessed of executing such a design, will be faithfully related, as we pursue the narrative of the voyage.—A more particular detail of this remarkable inlet may already have been favoured by the reader's attention, in the introductory memoir which treats of the yet probable existence of a North West passage.

Monday 30

In the morning of the 30th of June, we had made no great progress from the land, as it was calm during the greater part of the night.—The island of Tatootche bore nearly South East, distant only three leagues. About ten o'clock a great number of canoes came from the island, in which there could not be less than four hundred men, among whom we observed the chief himself. They amused themselves in paddling round the ship, every part of which, but particularly the head, they seemed to behold with extreme admiration: indeed, it is more than probable that the greatest part of them had never seen such a vessel before. We had been already so much displeased by the conduct of the chief, that we did not think proper to invite him on board. The party, however, gave us a song, which did not differ much from that we heard in King George's Sound. But offended as we might be with the people, we could not but be charmed by their music. Situated as we were, on a wild and unfrequented coast, in a distant corner of the globe, far removed from all those friends, connections, and circumstances which form the charm and comfort of life, and taking our course, as it were,











Entrance of the Strait of John de Fuca. —

Engraved Aug. 16. 1790. by J. Walter & Son. N. 369. P. cordilly.

J. Walter fecit





were, through a solitary ocean; in such a situation the simple melody of nature, proceeding in perfect unison and exact measure from four hundred voices, found its way to our hearts, and at the same moment awakened and becalmed the painful thought.

1788.  
JUNE.

About noon, a gentle breeze sprung up, when we continued our course to the Southward along the shore, at about the distance of three miles, and the natives of Tatootche returned to their island. As we steered onwards, canoes continually came off from the villages, which we observed from time to time, on the high banks close to the sea. The people in the different boats invited us in the most earnest manner, to steer in for their respective villages; but no means we employed, and we took some pains to effect it, could prevail on any of them to venture on board the ship.

The appearance of the land was wild in the extreme,—immense forests covered the whole of it within our sight, down to the very beach, which was lofty and cragged, and against which the sea dashed with fearful rage. The shore was lined with rocks and rocky islets, nor could we perceive any bay or inlet that seemed to promise the least security to the smallest vessel: and unless there were some narrow coves, which were imperceptible to us, we knew not how the natives could find a shelter, even for their canoes; yet the villages we saw were neither inconsiderable in extent or in number. As we steered along, the force of Southerly storms was evident to every eye; large and extensive woods being laid flat by their power, the branches forming one long line to the North West, intermingled with roots of innumerable trees, which had been torn from their beds, and helped to mark the furious course of these tempests; whose violence may be conceived, when we reflect on the great  
I extent

1788. extent of ocean over which they blow, without a single object to impede  
JUNE. their progress or break their violence.

About seven in the evening, we had a distant sight of Cape Flattery, so named, as it was first seen, by Captain Cook. It bore South East half East, at the distance of six leagues. This head-land is laid down in the latitude of  $48^{\circ} 5'$  North, and longitude  $235^{\circ} 3'$  East of Greenwich.— In our accounts there was a very little difference, but we are most willing to place the error on our side. We had also a near view of the village of Classet, which is situated on an high and steep rock close to the sea. Though this place appeared to be of considerable extent, one canoe only came off to us, containing thirty men clad in skins of the sea otter.

The coast from Cape Flattery seemed now to trend entirely to the Southward; nor could we perceive any opening or inlet whatever, that promised to afford us a place of shelter. As it was our design to make a particular examination of this coast, the ship was hove to at sunset, for the night. This part of the coast was lined with rocks, and several breakers ran off Classet, at about the distance of half a mile.

JULY.  
Tuesday 1

At day-break, we resumed our course, Cape Flattery bearing North North West, having been drifted in the night to the Southward. The weather bore a very unsettled appearance, and it blew strong from the West South West, which was nearly on the shore. At seven, the bay of Queenhithe opened to our view, which we entered with all those unpleasing sensations which may be supposed to arise from the reflection, that we were approaching the place where, and the people by whom, the crew of the boat belonging to the Imperial Eagle were massacred.

As



1788.

JULY.

As we steered along the shore, we observed the small river and island of Queenhithe; but it became, on a sudden, so thick and gloomy, that the land, which was at about four miles distance from us, was scarcely discernible. We saw neither canoes or inhabitants, and an awful silence reigned around us. But though the village of Queenhithe was obscured from our view, we could very plainly discern the town of Queenuitett, which is distant from it about seven or eight miles. It is situated on an high perpendicular rock, and is joined by a narrow and impregnable causeway, twenty feet in height, to the main land, which is an entire forest. With our glasses we observed a multitude of houses scattered over the face of the rock. As we advanced, Destruction Island was seen at the distance of about a mile, situated in the middle of the bay, and distant from the main land about two miles: it is low and flat, and without a single tree; it however presented us the rare and pleasant sight of a considerable space covered with verdure; and appeared to be surrounded by breakers, on which an heavy sea rolled, occasioned by the South West wind. In this position we had ten fathoms over a muddy bottom.

About eleven o'clock the wind veered to the South West, which brought thick weather and rain, and we found ourselves completely embayed,—a situation we should very gladly have avoided. An heavy swell already rolled into the bay, which promised to prevent us very effectually from coming to anchor, particularly if it blew from the South West quarter, being directly on the land, which to the Southward was in such a direction, that a South East course would not weather any part of it; nor, on the other tack, could we hope to weather the Westerly land, on account of the great Westerly swell.

In this situation we stood, as the better tack, to the South South East, until noon; when, being within half a mile of the shore, we

1788. were obliged to tack, and stand to the West North West : our soundings  
JULY. were fifteen and eight fathoms close to the land, which was covered with wood to the water's edge. We remarked, however, that the beach was not very steep, and here and there we observed some bare and sandy patches.

We now kept under a press of sail, as it blew very strong ; nor dared we even to take in a reef of the top-sail ; besides the weather was so thick, that we could not see a mile a-head of the ship. We, however, imagined that we should be able to weather Destruction Island, and continued under this croud of sail to avoid the danger before us ; when, at one o'clock, it cleared up for a moment, and we saw the island a point under our lee-bow, at the distance of a mile and an half, an heavy sea drifting us fast in with the shore.

There was now nothing to be done, but to cast anchor, which we prepared to do in the wildest place we ever beheld,—and where we were morally certain our anchors could not hold, though the bottom was mud, from the strong tumbling in of an heavy sea.

In this situation,—the distress of which was not a little enhanced by the reflection that we were on a shore whose barbarity our countrymen had already experienced,—ten minutes must have decided our fate : when providentially the wind, on a sudden, veered to the South South East, which enabled us to tack and steer off the shore with a flowing sheet, and happy in the prospect of procuring an offing before night ;—for I believe there was not a person on board the ship who had not reflected on the melancholy possibility of his becoming a victim to the cannibals of Queenhithe.







*J. Meares, del*

*The Country*  
*In the latitude of 45. N. when Cape*

*Published (Aug 10 1791)*



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*the 3 Brothers bore S.S.E. dis't 8 leag.*

*from N.W. by Piccadilly.*





1788.  
JULY.

## C H A P. XV.

*Our Progress along the Coast.—Discover Shoalwater Bay, which is inaccessible to the Ships.—Natives come off.—Their honest Dealing.—Some Account of them.—We pursue our Course.—Deception Bay.—Difference between the Spanish Charts of Maurelle and the real Situation of the Coast.—Beautiful Appearance of the Country.—Pass Quicksand Bay and Cape Look-out.—See three remarkable Rocks.—Close our Progress to the Southward.—Future Plan of proceeding.—Knowledge gained of the Coast.—Parts left unexplored by Captain Cook now visited.—Reasons for returning to the Northward.—Pursue our Course to the North.—Strait of John de Fuca seen again.—Anchor in Port Effingham.—A Description of it, &c.—Marine Animals seen, &c.*

THE wretched fate of the people belonging to the Imperial Eagle, evidently predominated in the minds of our crew; and being on the very coast where such an act of barbarity was committed, the infectious apprehension of a similar destruction spread generally amongst them. It was the common subject of their discourse, and had such an influence on their spirits, as to endanger the loss of the ship, in a manner which will be related hereafter.

We continued standing to sea all the evening of the first of July, when, at midnight, being of opinion that we had sufficient offing, we wore and stood in again for the land. At one o'clock in the morning, the wind veered to the West South West, which encouraged us to hope for a sufficient degree of favourable weather, to continue our examination of the coast.

1788.  
JULY.  
Wednesday 2

On the morning of the 2d, at seven o'clock, we again saw the land bearing East, at the distance of seven leagues, which we judged to be a little to the Southward and Eastward of Queenhithe. This land was very remarkable from its having the appearance of a saddle, and that part of it obtained the name of Saddle Hill. We computed it to be in the latitude of  $46^{\circ} 30'$  North, and longitude of  $235^{\circ} 20'$  East of Greenwich. We stood to close in with it, when it appeared to be the Southernmost point we had seen the preceding day, from Destruction Island. The wind veered again to the South South East, and at once damped our hopes of favourable weather. Heavy rain with a thick fog succeeded, which obliged us to tack and stand again to sea.

The bad weather continued all this day, with an heavy sea from the Westward, that endangered the long-boat, which we had towed astern ever since our departure from King George's Sound. It was, therefore, impossible for us to encounter the land without running into extreme danger. Besides, the moon was now near its change, a period which, according to our observations, never failed in these seas to bring bad weather along with it. We therefore carried a press of sail, to obtain a good distance from the land; which was, at this time, an object of no common consequence.

Thursday 3

On the 3d at noon, we had a glimpse of the sun, and the latitude was  $47^{\circ} 46'$  North. The wind shifted to the South West, on which we tacked and stood to the South South East, immediately in for the land. We now were at about the distance of twenty leagues from Cape Flattery.

Friday 4

During the night the weather was moderate and clear, and on the 4th the wind shifted to the South East; when we again tacked and stood to the East North East, in order to near the land. We stood thus till six o'clock in the evening, when the land was seen bearing from North

to

to North East. In the Northern quarter it was of a great height, and covered with snow. This mountain, from its very conspicuous situation, and immense height, obtained the name of Mount Olympus. We computed it to be in the latitude of  $47^{\circ} 10'$  North, and longitude  $235^{\circ}$  East of Greenwich. In the North East it stretched itself out to a point, which we judged to be in the latitude of  $47^{\circ} 20'$  North. We kept standing in for the land, during the night, with a light breeze from the South East; and at sun-rise on the 5th, it bore from North by West, to East by North, our distance off shore being 12 leagues; so that in the night we had been affected by a considerable current, which had set us from the land.

1788.  
JULY.

Saturday 5

At noon the latitude was  $47^{\circ} 1'$  North, and the lofty mountains seen on the preceding day, bore East North East, distant seven leagues.—Our distance might be four leagues from the shore, which appeared to run in the direction of East South East, and West North West, and there appeared to be a large sound or opening in this direction.

By two o'clock, we were within two miles of the shore, along which we sailed, which appeared to be a perfect forest, without the vestige of an habitation. The land was low and flat, and our soundings were from fifteen to twenty fathoms over an hard sand. As we were steering for the low point which formed one part of the entrance into the bay or sound, we shoaled our water gradually to six fathoms, when breakers were seen to extend in a direction quite across it, so that it appeared to be inaccessible to ships. We immediately hauled off the shore until we deepened our water to sixteen fathoms. This point obtained the name of Low Point, and the bay that of Shoal-water Bay; and an head-land that was high and bluff, which formed the other entrance, was also named Cape Shoal water. The head-land we judged to be in the latitude of  $46^{\circ} 47'$  North, and the longitude  $235^{\circ} 11'$  East of Greenwich.



1783.  
JULY.

The distance from Low Point to Cape Shoal-water was too great to admit of an observation in our present situation. The shoals still appeared to run from shore to shore; but when we were about midway, we again bore up near them, in order to discover if there might not be a channel near the cape: we accordingly steered in for the mouth of the bay, when we shoaled our water to eight fathoms. At this time the breakers were not more than three miles from us, and appeared to extend to Cape Shoal-water, when it was thought prudent again to haul off. From the mast-head it was observed that this bay extended a considerable way inland, spreading into several arms or branches to the Northward and Eastward. The back of it was bounded by high and mountainous land, which was at a great distance from us. A narrow entrance appeared to the North West, but it was too remote for us discover, even with glasses, whether it was a river or low land.

We had concluded that this wild and desolate shore was without inhabitants, but this opinion proved to be erroneous; for a canoe now came off to us from the point, with a man and boy. On their approach to the ship, they held up two sea otter skins; we therefore hove to, when they came alongside and took hold of a rope, but could not be persuaded to come on board. We then fastened several trifling articles to a cord, and threw them over the side of the ship, when they were instantly and eagerly seized by the boy, and delivered by him to the man; who did not hesitate a moment to tie the two otter skins to the cord, and waved his hand as a sign for us to take them on board,—which was accordingly done, and an additional present immediately conveyed to him in the same manner as the former.

These strangers appeared to be highly delighted with their unexpected treasure, and seemed, at first, to be wholly absorbed in their attention to  
the

the articles which composed it; but their curiosity was in a short time entirely transferred to the ship, and their eyes ran over every part of it with a most rapid transition, while their actions expressed such extreme admiration and astonishment, as gave us every reason to conclude that this was the first time they had ever been gratified with the sight of such an object.

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We endeavoured to make ourselves intelligible, by addressing them in the language of King George's Sound, which we had found to prevail from thence to the district of Tatootche; but they did not comprehend a word we uttered, and replied to us in a language which bore not the least resemblance or affinity, as far as we could form judgment, to any tongue that we had heard on the coast of America.

On a particular inspection, we observed that the fashion of their canoes differed from those of their more Northern neighbours. In their persons and cloaths, indeed, they resembled the people of Nootka; but we observed no ornaments about them which could lead us to suppose that they had ever before communicated with Europeans. Nevertheless their first holding up the otter skins, and the manner in which they conducted themselves afterwards, plainly proves that they had an idea of trade: indeed, it is more than probable that some of the natives of Tatootche's district may have occasionally roamed thus far, and communicated the intelligence of strangers arriving in ships to trade for furs. But there is every reason to believe that these people are of a different and distinct nation from those of King George's Sound, Port Cox, and Tatootche; nor is it improbable but that this very spot might be the extreme boundary of their district on the North. In this persuasion we became doubly anxious to find some place of shelter,—some harbour or port where the ship

5 could

1788. could remain in safety, while the boats might be employed in exploring  
JULY. this part of the coast.

During the time we had been lying to for these natives, the ship had drifted bodily down to the shoals, which obliged us to make sail,—when the canoe paddled into the bay. It was our wish to have sent the long-boat to sound near the shoals, in order to discover if there was any channel; but the weather was so cloudy, and, altogether, had so unsettled an appearance, that we were discouraged from executing such a design.—Nothing, therefore, was left for us but to coast it along the shore, and endeavour to find some place where the ship might be brought to a secure anchorage.

We therefore continued our course; and, by seven o'clock, we were at no great distance from Cape Shoal-water, when we again had a clear and distinct view of the bay and shoals.—Our depth of water was sixteen fathoms, over a sandy bottom, and the land extended to the East South East, from the Cape, from which we were distant three leagues. The land to the Southward made like islands, but that circumstance was attributed to the fog, which now came thick upon us. As night came on the ship was hauled off shore and hove to, to await the return of daylight.

Sunday 6 The morning of the 6th was very unfavourable to the business of making discoveries;—the wind veered to the North, and blew very strong, with a great sea;—Cape Shoal-water bore East by North six leagues; and the land was everywhere covered with a thick mist; we therefore did not bear up till nine o'clock, when the mist cleared from off the land.—As we approached it our soundings were very regular, from forty to sixteen fathoms, over a sandy bottom.—At half past ten,



ten, being within three leagues of Cape Shoal-water, we had a perfect view of it; and, with the glasses, we traced the line of coast to the Southward, which presented no opening that promised any thing like an harbour. An high bluff promontory bore off us South East, at the distance of only four leagues, for which we steered to double, with the hope that between it and Cape Shoal-water, we should find some sort of harbour. We now discovered distant land beyond this promontory, and we pleased ourselves with the expectation of its being Cape Saint Roc of the Spaniards, near which they are said to have found a good port.

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By half past eleven we doubled this cape, at the distance of three miles, having a clear and perfect view of the shore in every part, on which we did not discern a living creature, or the least trace of habitable life. A prodigious Easterly swell rolled on the shore, and the soundings gradually decreased from forty to sixteen fathoms, over a hard, sandy bottom. After we had rounded the promontory, a large bay, as we had imagined, opened to our view, that bore a very promising appearance, and into which we steered with every encouraging expectation.

The high land that formed the boundaries of the bay, was at a great distance, and a flat level country occupied the intervening space: the bay itself took rather a westerly direction. As we steered in, the water shoaled to nine, eight, and seven fathoms, when breakers were seen from the deck, right a-head; and, from the mast-head, they were observed to extend across the bay. We therefore hauled out, and directed our course to the opposite shore, to see if there was any channel, or if we could discover any port.

The name of Cape Disappointment was given to the promontory, and the bay obtained the title of Deception Bay. By an indifferent meridian observation,

1788. observation, it lies in the latitude of  $46^{\circ} 10'$  North, and in the computed  
JULY. longitude of  $235^{\circ} 34'$  East. We can now with safety assert, that there is no such river as that of Saint Roc exists, as laid down in the Spanish charts: to those of Maurelle we made continual reference, but without deriving any information or assistance from them.

We now reached the opposite side of the bay, where disappointment continued to accompany us; and being almost certain that there we should obtain no place of shelter for the ship, we bore up for a distant head-land, keeping our course within two miles of the shore.

The face of the country, however, assumed a very different appearance from that of the Northern coast. Many beautiful spots, covered with the finest verdure, solicited our attention; and the land rose in a very gradual ascent to the distant mountains, skirted by a white sandy beach down to the sea. As we sailed along, spacious lawns and hanging-woods everywhere met the delighted eye,—but not an human being appeared to inhabit the fertile country of New Albion.

As we thus pursued our course along the shore, observing every part of it with the most minute attention, a large opening appeared a-head, which once more animated our hopes, and formed a new source of disappointment. In the offing it blew very strong, and a great westerly swell tumbled in on the land. By seven o'clock we were abreast of this opening, the mouth of which, to our great mortification, was entirely closed by a low sandy beach, nearly level with the sea, which appeared to flow over it, and form an extensive back-water:—beyond it an open champaign country extended to a considerable distance, where it was confined by a boundary of lofty mountains.

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The bay was named by us Quicksand Bay, and an adjoining head-land Cape Grenville;—the distant Southerly head-land, we called Cape Look-out. This cape is very high and bluff, and terminates abruptly in the sea. At about the distance of two miles from it there rose three large rocks, which were very remarkable, from the great resemblance they bore to each other.—The middle one has an archway, perforated, as it were, in its centre, through which we very plainly discovered the distant sea.—They more particularly attracted our notice, as we had not observed between King George's Sound and this place, any rocks so conspicuously situated from the land:—their distance from each other might be about a quarter of a mile, and we gave them the name of the Three Brothers.

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By eight in the evening we were within three leagues of Cape Look-out, which we judge to lie in the latitude of  $45^{\circ} 30'$  North, and in the longitude of  $235^{\circ} 50'$  East of Greenwich. We were now convinced that there was no opening between the Cape and Quicksand Bay.

As we had met with nothing but discouragement, we here gave up all further pursuit, and closed our progress to the Southward:—we therefore hauled our wind, in order to proceed again to the Northward.

It was our intention to take our course to the great bay or sound which we had passed the day after our departure from Port Cox, and from whence a large company of the natives came off to us. This bay had, indeed, been already visited by the ship *Imperial Eagle*, where we had found a secure anchorage: from thence we proposed to send the long-boat, in order to explore the straits, and to ascertain whether the inhabitants were a people distinct from those of Nootka Sound.

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We had now obtained no inconsiderable knowledge of the Coast of America, from King George's Sound to Cape Look-out: that is, from the latitude of  $45^{\circ} 37'$  North, to the latitude of  $49^{\circ} 37'$  North.—We had not only traced every part of a coast which unfavourable weather had prevented Captain Cook from approaching, but had also ascertained the real existence of the Strait of John de Fuca, which now renewed its claim to our attention. We most anxiously wished to have continued our inquisitive course to the Southward, as far, at least, as latitude  $42^{\circ}$ , where it is said Captain Caxon found a good harbour; but the season was already so much advanced, that had we gone so far to the Southward, we should not have been able to return to King George's Sound before the equinoctial gales set in;—a season to be dreaded on this coast, more especially when we knew of no harbour where we could take refuge against the violence of it:—Besides, we were influenced by a very natural anxiety concerning the party we had left at Nootka:—they might have been in want of our assistance, and various circumstances might have arisen, which would render our return of importance to them, at least before the month of September:—Besides, if we had pursued our course to the Southward, we should have been altogether prevented from examining the strait; as the bad weather which we had every reason to believe we should experience on our return, might, and in all probability would, prolong the course of it to the middle of August.—As it was, we seldom enjoyed a succession of three days without either fog or rain.

The equinoctial gales blow with great fury on the coast of America, and generally set in from the 10th to the 15th of September. We were therefore apprehensive that they might drive us off the coast, and force us, perhaps, to steer to the Sandwich Islands, and, of course, to leave the party at Nootka in a situation of difficulty and danger.

Such

Such were the reasons which determined us to return to the North, and to keep King George's Sound open, at all events, let the winds or weather be what they might. This measure was also essentially necessary, as it was already agreed that on the 20th of September one of the ships should leave the American coast on her return to China; but before this part of our expedition could be put in execution, the new vessel was to be launched and equipped for sea, and near three thousand fathoms of cordage manufactured,—a business which would employ a more numerous crew than our ship contained.

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At sun-rise of the 7th, Cape Look-out was seen, bearing East by South, at the distance of twelve leagues. Our latitude at noon was  $45^{\circ} 12'$  North, and the variation of the compass only  $16^{\circ} 10'$  East.

Monday 7

It was the 10th of July before we again made the land, when at noon we discerned the high land forming the Eastern shore in the Straits of de Fuca; and, at sun-set, we saw the Easternmost head-land of the large sound near Port Cox, which obtained from us the name of Cape Beale: this head-land bore North by East, distant ten leagues. The variation of the compass was here  $18^{\circ} 30'$  East.

Thursday 10

On the 11th, in the morning, we were off the mouth of this sound, which appeared extensive, but of no great depth. Several islands were placed nearly in the middle of it, which were rather high, and well wooded. The long-boat was sent to find the anchoring-ground, and, above eleven o'clock, she returned to pilot us into a fine spacious port, formed by a number of islands, where we anchored in eight fathoms water, over a muddy bottom, and securely sheltered from wind and sea. A large number of natives immediately came off in their canoes, and brought abundance of fish; among which were salmon, trout, cray, and

Friday 11

1788. other shell-fish, with plenty of wild berries and onions. These people  
JULY. belonged to a very large village, situated on the summit of a very high hill.—This port we named Port Effingham, in honour of the noble Lord of that title.

Saturday 12 On the 12th, the sails and running rigging were unbent, a party of waterers were sent on shore, and the rest of the crew were employed about the necessary duty of the ship.

This found had been visited by Captain Barclay, of the Imperial Eagle, in the year 1787, who named it Barclay Sound. The found itself is very extensive, and contains several scattered islands, entirely covered with wood. On the main land there are large and populous villages, well watered by rivulets, where great numbers of salmon are taken, which, when properly prepared, constitute a principal part of their winter's food.

The port is sufficiently capacious to contain an hundred sail of ships,—and so fortunately sheltered as to secure them from any storm.—The anchorage is also good, being a soft mud, and the watering place perfectly convenient.

In our passage from Cape Look-out to Port Effingham, we saw numbers of sea otters playing in the water with their young ones; but at the ship's approach they quickly disappeared. Once or twice we passed within a few yards of some of them, as they were sleeping on their backs in the sea. At first we took them for pieces of drift-wood, till, on being awakened by the noise of the ship, they instantly dived away. We also saw many whales of the spermaceti kind, and seals without number, besides other huge marine animals.



*C. A. Smith*<sup>20</sup>

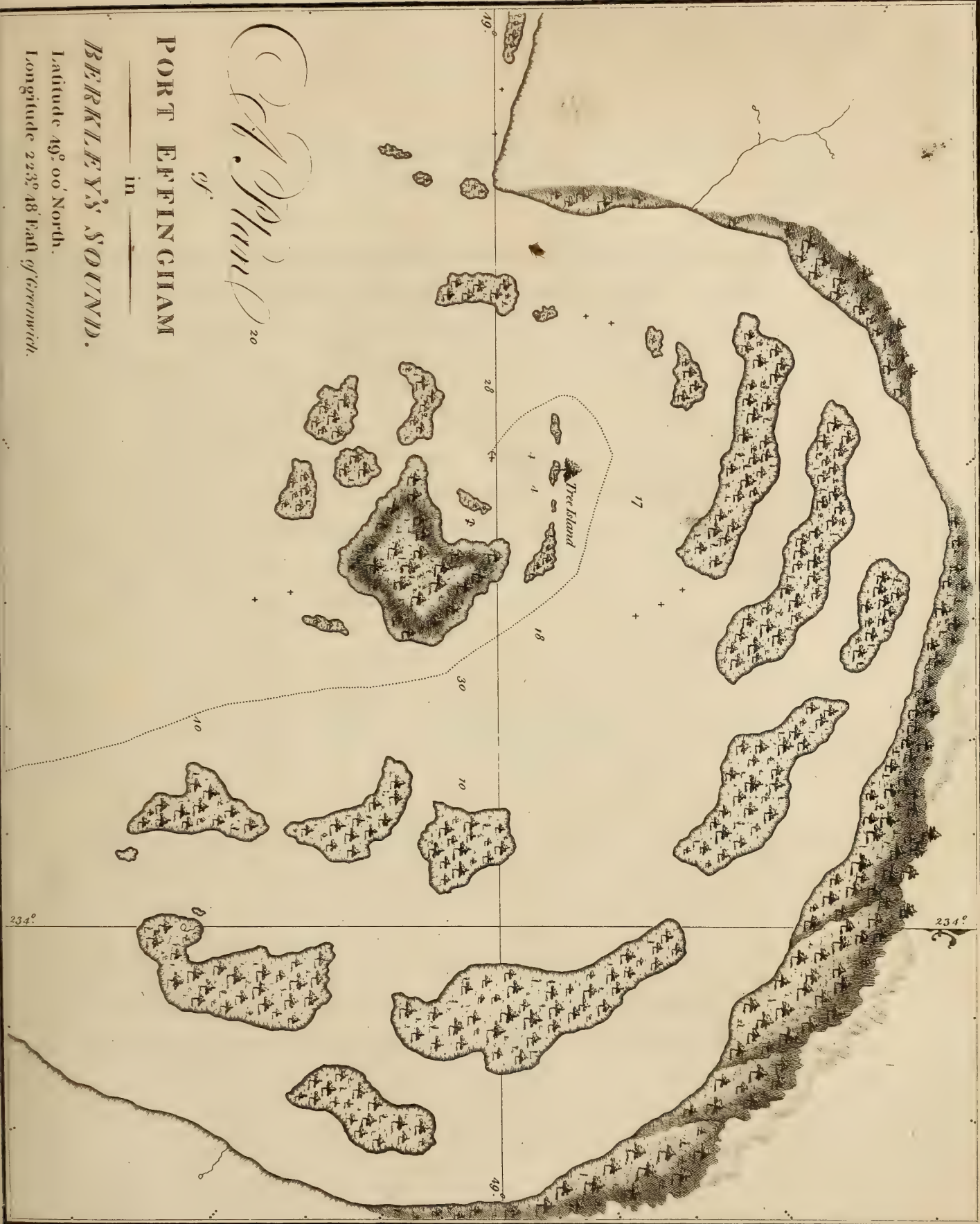
PORT EFFINGHAM

in

BERKLEY'S SOUND.

Latitude 49° 00' North.

Longitude 223° 48' East of Greenwich.





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## C H A P. XVI.

*Take possession of the Straits of de Fuca in the Name of the King of Great Britain.—Visited by the Natives.—Pleasant Situation of the Ship.—Long boat equipped and sent on an Expedition.—The Object of it.—Strangers resort to the Ship.—Anxiety on Account of the Long-boat, which at length arrives.—Reason of her quick Return.—Conflict with the Natives of the Straits of de Fuca, and the Consequences of it.—Valour of those People.—The dangerous Situation of the Boat and Crew.—Distance advanced up the Straits of de Fuca.—Position of them.—Human Heads offered to sale.—Damp thrown on the Spirits of the Crew.—Prepare for Sea.—Leave Port Effingham.—An Account of the Port and Sound.—Progress of the new Vessel, &c.—Success in collecting Furs.—Attention of Maquilla.*

**I**T may not be improper to mention that we took possession of the Straits of John de Fuca, in the name of the King of Britain, with the forms that had been adopted by preceding navigators on similar occasions.

On the 30th of July, a considerable number of natives visited the ship in this station, from whom we purchased furs of various kinds.—Sunday 13  
But it was observed by us, that they were not accompanied by their chiefs, or indeed any person of authority amongst them. They also brought us great plenty of salmon, which, in delicacy of flavour, far exceeded that of Nootka Sound, with large quantities of shell-fish, and the refreshing as well as salutary provision of wild onions, and fruits of  
their



1788. their woods; with which nature had kindly furnished every part of the  
JULY. coast where we had any communication with the natives of it.

It was now the height of summer, the weather was warm and pleasant; and we very sensibly enjoyed the benign influence of the delightful season. Not a single patch of snow was visible on the summits of the lofty mountains which surrounded the sound. We could not, therefore, but derive a most refreshing satisfaction from our temporary repose in this calm and charming situation.

We embraced the present favourable opportunity to dispatch the long-boat, not only to explore the straits of de Fuca, but to procure, if possible, some knowledge of the people of Shoalwater-Bay. She was, therefore, properly equipped for the occasion, was manned with thirteen of our people, and furnished with provisions for a month. The command of her was given to Mr. Robert Duffin, our first officer, to whom written instructions were delivered, by which he was to govern himself in the conduct of this little expedition.—On the 13th, the boat departed on its voyage of discovery.

The crew employed on this occasion, added to the party we had spared for the service of King George's Sound, had so diminished our ship's company, that it became absolutely necessary for us to put ourselves in the best possible state of preparation, in case our present neighbours, who are a numerous, bold, and powerful people, should be tempted by a knowledge of our weakness to make an attack. All the guns were therefore mounted; the arms got ready for service, and orders issued that none of the natives should, on any pretence whatever, be suffered to come on board the ship.

Imme-

Immediately after the departure of the long-boat, a considerable number of canoes from the Northward, came along-side us, few, if any, of which contained less than thirty men, and many of them more, besides women and children. Among our visitors we recollected the faces of several whom we had already seen at Port Cox, of which place they were inhabitants. The others were natives of the Western shore which stretches down to the straits, and which forms a part of the extensive territories of Wicananish. That prince, it seemed, had lately given a splendid feast to a large number of his principal subjects; and from the great quantity of those articles he had received from us, which we now perceived among them, there was every reason to suppose that he had added to the splendour of his banquet, by dividing his treasures among those who had the honour of being invited to it.

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Nothing material occurred till the 20th: the weather continued to be extremely fine, and our communication with the natives was on terms of reciprocal good understanding. They daily resorted to us with furs, fish and vegetables, and sometimes an occasional present of very fine venison added its luxury to the common plenty of our table. But in our present state of inactivity, the situation of the long-boat was continually pressing home upon our minds with the hopes of success, or the fears of calamity. The savage nature of the people who inhabited the parts which our friends were gone to explore, operated to alarm the one; at the same time that our confidence in their skill, courage, and good conduct, animated the other.— While, however, our imaginations were following them in their voyage, with the most affectionate solicitude, they were on the verge of destruction, and threatened with sharing the abhorrent fate of their countrymen who were devoured by the cannibals of Queenhithe.

Sunday 20

On

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On the evening of the 20th, we saw the sails of the long-boat in the offing; but the sudden impulse of our unreflecting joy on the occasion, was immediately checked by the apprehensions that naturally arose in our minds from her early return. The interval of her arrival at the ship was a period of very painful suspense to every one on board: at length, to our inexpressible satisfaction, we observed, on her coming along-side, that not an individual was missing. Our immediate attention, however, was called to the assistance of some wounded men, who had suffered severely in a very violent conflict the boat had sustained with the natives of the straits, and which was the cause of her sudden return.

The whole attention of the ship was now transferred to our wounded people; but though several of them were much hurt, we were consoled with finding that no mortal injury had been received by any. The officer was wounded by a barbed arrow in the head, which would have killed him on the spot, if a thick hat had not deadened the force of the weapon. One of the seamen was pierced in the breast, and another in the calf of the leg, into which the arrow had entered so far as to render a very large incision absolutely necessary, in order to discharge it. A fourth received a wound very near the heart, but the weapon which gave it, very fortunately fell short of the vital parts. The rest of the people were bruised in a terrible manner by the stones and clubs of the enemy; even the boat itself was pierced in a thousand places by arrows, many of which remained in the awning that covered the back part of it; and which, by receiving the arrows, and breaking the fall of large stones thrown from slings, in a great measure saved our party from inevitable destruction.



In this engagement the natives behaved with a spirit and resolution that resisted the usual terror of fire-arms among a savage people ; for the contest was close, and for some time our men fought for their lives.— One of them had been singled out by an individual savage for his victim, and a fierce engagement took place between them. The native was armed with a stone bludgeon, and the sailor with a cutlass. They both manifested, for some time, equal courage and dexterity ; but if an intervening oar had not broke a blow, armed with all the force of his enemy, our brave countryman must have sunk beneath it. It however failed of its object, and gave him an opportunity, by a severe stroke of the cutlass, to deprive the native of an arm, who, notwithstanding such a loss, and several other wounds, contrived to swim from the boat, indebted for his life to the noble mercy of his conqueror, who disdained to kill him in the water.

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The seaman who was wounded in the leg, continued, during the action, with the arrow in his flesh ; and without attempting to rid himself of the torturing weapon, became, by his courageous and active exertions, a very principal instrument in preserving the boat.

Though we had never had any intercourse or communication with the inhabitants of the straits, we had indulged ourselves with the hope that our friendly conduct towards their neighbours, might, by some means, have reached the district of their habitation, and given them favourable impressions of us : but their conduct marked the most savage and bloody hostility ; and the fury of their onset compelled a similar spirit of resistance : but to do justice to the humanity of our people,—notwithstanding the actual sufferings of many of them, and the cruel fate which they well knew would have been the certain allotment of them all, had they lost the day,—they never failed, in recounting the circumstances of

1788. of it, to express an unfeigned concern for the unhappy people who had so  
JULY. rashly courted their own destruction.

The attack was begun by the savages,—who boarded the boat, with the design of taking her, in two canoes, containing between forty and fifty men, who were most probably some of their choicest warriors. Several other canoes also remained at a small distance, to assist in the attempt; and the shore was every where lined with people, who discharged at our vessel continual showers of stones and arrows. A chief in one of the canoes, who encouraged the advance of the others, was most fortunately shot in the head with a single ball, while in the very act of throwing a spear of a most enormous length at the cockswain. This circumstance caused the canoes to draw back, and deprived the natives who were already engaged, of that support which must have ensured them the victory.—Indeed, as it was, when we consider that the boat's company consisted only of thirteen men, who were attacked with the most courageous fury by superior numbers, and galled as these were, at the same moment, by the numerous weapons constantly discharged from the shore, their escape is to be numbered among those favourable events of life, which never fail to excite, in well ordered minds, a mingled sensation of gratitude and astonishment.

The boat had advanced a considerable way up the Straits of de Fuca, and had entered a bay or harbour; when, as our people were preparing to land for the purpose of examining it, they were attacked by the natives, as has been just related; and, of course, effectually obstructed in the pursuit of their original design. From this station, however, they observed, that the straits to the East North East appeared to be of great extent, and to encrease rather than diminish.

As they returned down the straits, they were met by a small canoe paddled by two men, who were the subjects of Wicananish, and from whom they purchased some fish. But words cannot express the surprise and abhorrence of our people, when these savages held up two human heads, but just cut off, and still streaming with blood, by way of offering them to sale. They held these detestable objects by the hair with an air of triumph and exultation; and, when the crew of the boat discovered signs of disgust and detestation at such an horrid spectacle, the savages, in a tone, and with looks of extreme satisfaction, informed them, that they were the heads of two people belonging to Tatootche, whom they had murdered, as that chief had lately declared war against Wicananish. This circumstance threw a damp upon the spirits of the crew, which continued, more or less, through the whole of the voyage.

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Though the boat had not succeeded in the principal object of our expedition, yet it did not return without being able to communicate some knowledge of the straits of de Fuca. She had sailed near thirty leagues up the strait, and at that distance from the sea it was about fifteen leagues broad, with a clear horizon stretching to the East for 15 leagues more.—Such an extraordinary circumstance filled us with strange conjectures as to the extremity of this strait, which we concluded, at all events, could not be at any great distance from Hudson's Bay:—An opinion which is considered at large in the Introduction to this volume.

We were now obliged to give up all hope of obtaining any further satisfaction concerning the extent of the straits, or of the particulars of Shoalwater Bay, at least for this season. We therefore prepared to return with all possible expedition to join our party in King George's Sound.



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Monday 21

On the 21st, we put to sea with the tide of ebb, and by noon we were entirely clear of the Sound. Our latitude was  $48^{\circ} 41'$  North, and Port Effingham bore North West by North, at the distance of five miles.

During our stay in this port, we were visited by a great variety of people, who resided at different places between Port Cox and the island of Tatootche. But none of those who inhabit the country up the strait ventured to approach us: perhaps the fear of Tatootche, whose island is situated at the very entrance, and is said to contain near five thousand people, might prevent them from coming to the ship.

In this station we procured a considerable quantity of very fine sea-otter skins, with abundance of fish, consisting of salmon, halibut, herrings, fardonies, cod, trout, and rock-fish. We were also furnished with a continual supply of vegetables and fruits of the woods; particularly a kind of wild currant, which grows on trees of a tolerable size.

The sound is, by no means, so extensive as that of Nootka. It affords, however, several places of shelter, but none of them are so commodious as Port Effingham, which is entirely secure from all winds. The coast every where abounds with timber for ship-building, and which would form the finest masts and spars in the world.

Tuesday 22

During the whole of the 22d the wind blew from the West North West, with which we stood to sea to the South West, till noon of the

Wednesday 23

23d, when the latitude was  $48^{\circ} 36'$  North.—At this time we had made so considerable an offing that we lost sight of land; when, at three in the afternoon, the wind veering to the South West, we tacked and stood to the West North West, to make the land.

In the morning of the 24th, the wind shifted to the Southward, which brought thick, hazy weather, and of course prevented us from closing with the shore. Towards noon, however, it cleared away, and the latitude was  $49^{\circ} 40'$  North : but we scarcely had taken the meridian, when the fog returned, and on founding, we had no more than twenty fathoms of water ; on which we tacked immediately and stood to sea. At four o'clock it again cleared up, when Breaker's Point was seen bearing East by South, distant four leagues, and our distance from the land was only three leagues ; so that when we tacked, we must have been close on board it.

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Thursday 24

The thick, misty weather did not entirely clear away till the morning of the 25th, when the entrance of King George's Sound was seen bearing East North East; at the distance of six leagues ; but it again came on so very foggy, that it would have been imprudence in the extreme to have run for the land.

Friday 25

About eight o'clock in the morning of the 26th, we happily anchored safe in Friendly Cove ; when we enjoyed the very great satisfaction of finding our friends in perfect health and security, as well as the vessel in a forward state of advancement : she was completely in frame, part of her sides were planked, her decks laid, and most of her iron work finished.

Saturday 26

During our absence a considerable quantity of furs had been collected, not only from the natives, but from various companies of strangers, whom the fame of the vessel had induced to visit Nootka, in order to satisfy their curiosity with the sight of such an object.

Maquilla

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Maquilla had scrupulously adhered to every part of his engagement, and the faithful Callicum had attended to the welfare and safety of our people, with the vigilance of honour, and the affection of friendship: the inhabitants of the village in his jurisdiction, not only brought daily and plentiful supplies of fish and other provisions to the house, but gave the party every assistance in their power, by his immediate orders. Nor is it possible for us to relate his zealous regard and unshaken attachment to us, without lamenting the unmerited fate he received, from the unfeeling and execrable conduct of men who were natives of the most enlightened quarter of the globe, and boast the profession of a religion of peace and mercy.



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## C H A P. XVII.

*Anxiety of the Party on Shore on Account of the Ship.—Reports spread by the Natives.—Knowledge obtained by the Party of our Engagement in the Straits of De Fuca, and its Consequence.—Improvement made in the House, &c. during the Absence of the FELICE.—The Astonishment of the Natives at the Building of the Vessel, with their peculiar Attention to the Employment of the Smiths.—Our Observation of the Sabbath an Object of particular Curiosity to the Natives.—Some Knowledge of their Religion derived from thence.—Design of proceeding again to Port Cox.—Reasons assigned for not stopping there on our Return from Port Effingham.—Our Intentions frustrated.—Mutiny on Board.—The Persons concerned in it turned on Shore.—And the Reasons for such a Measure, &c.*

IF, during our progress to the Southward, we felt at times a very poignant anxiety for the safety and welfare of those whom we had left on shore, it cannot be supposed, for a moment, that they were not affected by similar sensations for their friends on board the Felice; who were gone to encounter the dangers of those seas where it was doubted that ever ship had ploughed the water, and to explore those coasts which they did not suppose an European foot had ever trod.—Their solicitude was equal to our own; and their intervals of labour were constantly employed in counting the hours of our absence,—offering up prayers for our safety,—and joining in wishes for our return.—But this was not all—the natural concern they must feel on our account,

1788. was heightened into the most painful alarm, from a report brought them  
JULY. by some of the subjects of Wicananish, which contained an account of our having been attacked by the people of 'Tatootche, who had cut to pieces a part of the crew of the Felice; and that the principal officers were among those who had fallen in the contest.—Such a relation, which could not be supposed, by the most incredulous of our people, to be a mere invention, threw them into a state of confusion that checked the growing ardour of their exertions, and cast a gloom over them which the utmost efforts of their resolution, and the spirit necessary to encounter a repeated accession of difficulties, was not able entirely to dissipate.—This report, however, proved to be an entire fabrication of those who brought it, as it was previous to the action of our long-boat with the natives of the Straits, which might have, in some degree, justified an exaggerated account of that unfortunate event.—From what motives this falsehood was fabricated, we never could discover, or, indeed, form any thing like a satisfactory conjecture. A full and faithful account, however, of our proceedings in Port Effingham, and a particular description of our wounded seamen, was brought to Nootka Sound, by a native of that port, who had arrived to dispose of a cargo of furs to Maquilla.

Among other unpleasant consequences of this report, it put an end, for some time, to all communication between the natives of King George's Sound and the house; and occasioned our people, who were under the afflicting apprehensions that they should never see us more, to redouble their precautions till the arrival of the Iphigenia.—Their joy, therefore, may be more easily conceived than described, when they saw the Felice enter the Sound, and beheld every person on board in health and spirits, who had departed with her.

The

The situation and circumstances in which we found our little colony at our return, very evidently proved their diligence, as well as attention to the orders left with them for their conduct during our absence. The house had been rendered perfectly secure from any attack of the natives, though they should have employed their whole force against it. A palisado of strong stakes, with a well-formed fence of thick bushes, had rendered our ground, in a great measure, impregnable. Various other improvements, of less consequence, had been made, as new ideas of convenience and utility suggested themselves, which, altogether, gave the place an appearance of a little dock-yard, and not only engrossed the attention, but excited the astonishment of the Nootkan people.

1788.

JULY.

Our absence from the Sound had been only one month and twenty-five days; and in this time, as we have already particularized, a very expeditious advance had been made in the vessel.—She was, as may be very naturally supposed, an object of great curiosity among the natives, who could never be persuaded that such a body of timber would find a power equal to the removal of it from the stocks on which it was building.—But their most inquisitive attention employed itself on the workshop of the smiths, and the operation of the forges. Their simple minds, in a state so distant from the knowledge of enlightened nature and the cultivated world, beheld, with all the extravagance of infantine delight, the mechanic skill of our artificers.—Nor was their interest less engaged than their curiosity, in attending to those powers which fabricated the variety of articles that added so much to the pride, the pleasure, and the convenience of their lives.—Indeed they were continually making application to have iron forged into forms of use or ornament; and so very fickle were they in the objects of their fancy, that it became a matter of considerable trouble to satisfy their varying inclinations.—It was therefore determined to turn this changeful disposition to our own ad-

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vantage,



1788. vantage, by enhancing the value of indulging it; in consequence of  
JULY. which regulation, the daily supply of provisions was considerably augmented, and fish and fruit were brought in encreasing abundance.

Sunday 27 The 27th, being Sunday, the crew had leave to amuse themselves with a ramble on shore. The weather was extremely pleasant,—the air was genial,—and every one wore in his looks the satisfaction he felt, on enjoying a cessation from labour, and the indulgence of ease and security.—Indeed it was our constant custom to pay all possible respect to the sabbath, and to fulfill its design, whenever it was in our power, by making it a day of rest.

The natives could not, at first, comprehend why all our occupations stood still on this day:—but the different cloathing of the men, and, particularly, the clean faces of the smiths and armourers, awakened their curiosity so far as to produce an enquiry of us concerning this incomprehensible regulation.—The manner of their receiving our explanation, gave us some insight into their religion, which will be the subject of a future page.

Monday 28 On the 28th, we resumed our work, and a large party was sent into the woods to fell timber, for the purpose of planking the vessel, which was a very laborious business, as there were large logs to be conveyed upwards of a mile, through a thick forest, to our little dock-yard.—The remainder of the crew were employed, either in making cordage, assisting the carpenters, or preparing the ship for sea.

It was now determined to put our design in execution of proceeding in a few days to Port Cox, to pay another commercial visit to Wicananish. It was, indeed, our original intention to have taken that place in our way

way back from Port Effingham; but the accident of the long-boat, in the Straits of de Fuca, and our impatience to return to our friends in the Sound, predominated over every other consideration. But as we were now perfectly satisfied as to the situation and progress of the party at Nootka, it was agreed to proceed again to sea, as we expected to reap very considerable advantages from the numerous hunters of Wicananish, who, we had every reason suppose, would, by this time, have accumulated a very large quantity of furs. Nor did we hesitate to believe, that our reception from that chief would be more gracious, as it was now in our power to replenish his coffers with such an inestimable article as a copper tea-kettle. But this design was unfortunately frustrated by a very dangerous mutiny again breaking out, which was pregnant with consequences of the most alarming nature.

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JULY.

This mutiny was headed by the disgraced boatswain, and the best men in the ship.—They made a desperate attempt to seize the arms and put the first officer to death, who was left to take care of the ship; as every other person in command was on shore, in the engagement of his duty, or for the purpose of recreation. The time which was chosen for this enterprize was well imagined, as it was in the evening, on their return from the woods, and when, as we first observed, there was but one officer on board.

Ever since the first symptoms of mutiny appeared off the Philippines, the arms had been removed from the quarter-deck to the cabin; and this precaution saved the ship: for the officer having fortunately gained the cabin before the mutineers, he placed himself at the door with a loaded blunderbuss, and kept them from advancing, while he called aloud for assistance. It was a fortunate circumstance that most of the officers were sitting on the quarter-deck of the new vessel, which was

1788. not more than an hundred yards from the ship. We therefore instantly  
JULY. heard the alarm through the cabin-window, and did not delay an instant in getting on board the ship.

The first step we took was to arm ourselves :—when, being thus prepared, we turned the crew on deck, as we were determined to face the business on the instant. We well knew that there were many good men in the ship ; and we resolved, if possible, to separate them from the rest, before they were prevailed on, by any means, to join in the plot. The crew being now all on deck, it instantly appeared who were the ringleaders in the business, though we had some reason to apprehend that the mutiny was a matter of general agreement. We then informed them that it was our determination to proceed to extremities ; and warned such as were disposed to be obedient, to separate themselves from the rest :—When, on presenting our arms, most of the crew came over to us, leaving eight turbulent fellows, headed by the discarded boatswain, who remained deaf to all our persuasions to return to their duty.—As we were now very superior in numbers, we hoped to settle the matter without shedding a drop of blood on the occasion. We therefore left them the alternative, either to go into irons, or be turned on shore among the savages. They preferred the latter,—and were immediately landed, with every thing that individually belonged to them.

They were no sooner gone than good order and discipline were restored. Instructions, however, were sent to the party on shore, not to permit the mutinous people to find a shelter at the house, or to be admitted to any communication with them. A strict watch was also kept on board, as we were not, by any means, without our doubts concerning the dispositions of the rest of the crew.

We



We were not informed of the whole extent of the plot till the following day, when one of the sailors came and gave a voluntary account of it. Almost all the crew had signed a paper, by which they bound themselves to join in getting possession of the ship, when they were immediately to quit the coast of America, and steer their course to the Sandwich Islands; from whence they proposed to make the best of their way to some port where they might dispose of their valuable cargo.—As they had taken care to destroy the writing, we could not discover what their intentions were with respect to the officers,—but the best treatment they could have expected, would have been to be left at Nootka. Every individual of the crew, remaining on board, was eager to exculpate himself; and they all joined in declaring, that the menaces of the ringleaders alone wrung from them a temporary consent to join in the mutiny; and the fear of being instantly murdered, was the only cause of preventing them from giving notice of the plot to the officers of the ship.

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JULY.  
Tuesday 29

Had we been acquainted with these circumstances on the preceding evening, in all probability it would not have passed without bloodshed; but our ignorance of them fortunately preserved us from such a catastrophe. The ringleaders were now, at least, removed from any opportunity of doing mischief, by being clear of the ship; for, besides the attention they would have required, had they been kept in irons,—we could not, even in such a situation, have prevented their communication with the other seamen; which might have been employed in creating discontents, if not in endeavouring to form new plans for effecting their atrocious purposes. We determined therefore that they should remain on shore, at least till the arrival of the *Iphigenia*.

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JULY.

## C H A P. XVIII.

*Conduct of the Party on Shore respecting the Mutiny.—Promise made to the Crew to go to the Sandwich Islands.—Occupation of the Ship's Company.—The Mutineers go to live with Maquilla and Callicum.—They are stripped of their Cloaths, and made to work.—Princess Royal seen in the Offing.—Prepare for Sea.—Quit King George's Sound a second Time.—Presents made to Maquilla and Callicum.—Those Chiefs prepare for War.—Arms lent to them.—Strength of Maquilla's Forces.—He departs on his Expedition to the Northward.—Instructions given to the Party on Shore.*

THIS disturbance on board the ship occasioned, at first, no little uneasiness as to the influence it might have on the remaining part of our voyage; but we were not only consoled, but encouraged in favourable expectations, by the conduct of the party on shore, who not only declared their detestation and abhorrence of the mutinous designs, in the most forcible terms, but took every method which their understandings could suggest, to satisfy us of their obedient disposition and sense of duty.—They renewed their assurances of fidelity to us in the most solemn manner, and we did not withhold the confidence we believed them to deserve.

This mutiny surprised us the more, as no relaxation of duty had taken place since our departure from China. The crew had been kept strictly to the various occupations which our circumstances required, but without that rigour which begets discontent; and they most certainly did not enjoy the leisure which idleness so often appropriates to mischief. As

to the folly of their design, that is not a matter which will justify a moment's wonder. It is very fortunate for mankind that wickedness so often wants judgment: in this case, the design of running away with the ship arose from little more than the impatience of their passions to get to the Sandwich Islands, which we had declared to be a part of our voyage, and where they longed to solace themselves in the enjoyments afforded by those voluptuous abodes.—As to any subsequent arrangements, they had probably left them, with all the improvidence of a sailor's character, to the chance of future determination.

1788.  
JULY.

Indeed,—nor was it unnatural,—the obedient as well as disorderly part of the crew, looked with some degree of impatience to a period when they should change the desert shores of Nootka, and the nauseating customs of its inhabitants, for the genial climate, the luxurious abundance, and the gratifying pleasures of the Sandwich Islands. Nor was our departure from St. George's Sound less anxiously desired by many of the crew, from the reflection that cannibals inhabited its shores,—and that the fate which had befallen their countrymen at Queenhithe, might, from some untoward cause or other, happen to them. Indeed, as we have before observed, the idea of being eaten by the Americans absolutely haunted the imaginations and preyed upon the spirits of many of our people.—We therefore thought proper to renew our promises of going to the Sandwich Islands, and the eyes of every one sparkled at the thought.

The diminution of our ship's company, from the press of employment on shore, and separation of the mutinous seamen, prevented us from leaving King George's Sound, to make another voyage to Port Cox, as we had intended. The sails were therefore unbent, the running-rigging unreefed, and we prepared to give the carpenters every assist-

ance



1788.  
JULY.      ance in our power towards finishing the vessel on the stocks. For this purpose, additional saw-pits were dug, and men sent to be employed in them; new supplies of timber were also brought from the woods, and an additional party was spared from the ship to assist in making cordage, and the other occupations of our little dock-yard. At the same time, the necessary stores were landed for the use of the house; and as the smiths had exhausted themselves of iron, their workshop was replenished with a considerable quantity of that essential article.

Though at our departure from China we possessed plenty of stores of every kind, their consumption had been so great in the various services which demanded them, that we were, at length, under the necessity of resorting to the produce of the country, and the exertions of our own ingenuity, to supply their decreasing or exhausted state. All our sea-coal being expended, we made charcoal with great facility, which the smiths preferred to the other. The turpentine, which we got from trees in great abundance, was found to be of great service in paying the planks, to keep them from rotting; and, when mixed with oil, of which we could procure any quantity, it proved a very useful succedaneum for tar.—The red ochre which the natives employed to paint their faces, we purchased from them:—In short, there were very few, if any articles, to be procured at Nootka, which we did not contrive to turn to very good account, and which we purposely purchased, to preserve the communication of good offices between us and the people, and to keep alive their activity to serve us.

Necessity, that mother of invention, taught us, in this remote corner of the globe, to look for aid to those sources on which we did not deign to cast an eye, while we possessed a store of such materials as flow from the superior knowledge of cultivated society: while perseverance, that all-subduing principle of human action, produced for us,

on the unfrequented shores of America, somewhat of the conveniencies, and a successful imitation of those arts which may be considered as the natural growth of Europe.

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JULY.

The mutinous seamen immediately built themselves a large hut, in which they resided, beneath whose leafy roof they had full leisure to contemplate on their past villainy; and, as their different characters might operate, to curse the ill-fortune that befel, or lament the wicked spirit that misled them. They, indeed, suffered severely for their disobedient conduct, and seemed to cast a wishful eye to the floating habitation from which they were banished; for all communication was now shut up between them and the house, as well as the ship;—but we well knew that a very little portion of industry would be sufficient to supply them with fish; and to enable them to gain a support from the sea, we purchased a canoe, and sent it to them, as the last favour or attention they were to expect from us.

On the day after the mutiny had appeared, Maquilla and Callicum came on board, to prove their friendship, by offering such services as the peculiar exigency of our situation might require. Till this circumstance led us to explain the real condition of our seamen, the chiefs had considered them in the light of slaves; and had already complimented us, with some mixture of surprise, on the extraordinary mildness of our conduct towards the crime of rebellion in a people of their supposed condition. Nay Maquilla, from an apparent horror of the offence, and a forward zeal for our security, had taken some of the officers aside, and seriously asked permission to collect some of his people, and put the mutineers to instant death. The request, as may be supposed, was not only refused, but treated with the strongest marks of displeasure; and so well disposed was Maquilla to put his project in execution, that we were

1788. obliged to accompany our refusal with repeated signs of abhorrence, in  
JULY. order to prevent it. Callicum, however, acted in the business with more prudence and understanding:—He wished to assist in punishing the offenders by a mode that he knew could not be disagreeable, and would be sufficiently mortifying to them. When, therefore, he understood that these unhappy people were banished from the ship, he requested our permission to receive them into his house; and as we were well assured that the best hospitality even of a Nootkan chief, would be a very severe punishment to a British sailor,—we readily consented to his proposition, on his assuring us, at the same time, that his new guests should be secure from any personal injury whatever.

This business being arranged, we left the discarded people to their new guardians, and turned our thoughts to matters of more immediate importance. On the following day, to our great surprise, and as we are ready to acknowledge, to our no little satisfaction, we saw our sturdy and resolute mutineers employed in fetching water, and other menial services, in the execution of which, slaves alone are employed at Nootka. Nor were they suffered to quit the house of Callicum on any occasion whatever, without being attended by natives of the lowest condition, to whose care and command they were entrusted. This compulsory labour must have been a very mortifying circumstance to them; as, rather than employ the canoe we had given them to get fish for themselves, they had been so lazy as to part with some of their cloathing to purchase that article from the natives. The chiefs, however, soon took care to secure their cloaths to themselves; and, without being guilty of injustice to our friends, we are obliged to attribute their several proposals concerning the offenders, though we did not at first suspect their motives, to the desire of getting possession of the several garments that covered them. That object was easily obtained; and when these unhappy men



had given up their all, they were forced to go to sea, to assist in procuring fish,—not for themselves, but for the families of their new masters.

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JULY.

We continued our various operations with the most indefatigable industry and attention, and nothing material happened till the 6th of August; when, about noon, a sail was seen in the offing, which we knew to be the Princess Royal. She appeared, at first, as if standing in for the Sound, but the weather becoming soon after thick and hazy, we lost sight of her. On the arrival of this vessel on the coast, we determined immediately to prepare for sea, as the presence of this ship would be an additional security to our party; and, notwithstanding the diminished state of our crew, we were now resolved to venture to Port Cox, to possess ourselves of the furs which, we had every reason to believe, must have been collected for us by Wicananish: a plan which would have been already executed, if we had not been impeded by the mutinous conduct of our crew.

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Wednesday 6

On the 7th, the Princess Royal again appeared in the offing, and was again obscured from our view, by the return of thick, misty weather.

Thursday 7

On the 8th, we were ready for sea,—and as we saw nothing of the Princess Royal, we became very apprehensive that she might reach the shores of Wicananish before us, and be able to tempt that chief, by various articles of novelty on board her, to intrude upon the treaty he had made with us. We, therefore, did not delay a moment to sail from the Sound, with a gentle breeze of wind from the Westward, and proceeded to Port Cox.

Friday 8

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AUGUST.

Previous to our departure, we confirmed our friendship with Maquilla and Callicum, with the usual interchange of presents. These chiefs had been for some time preparing for an hostile expedition against an enemy at a considerable distance to the Northward, and were now on the point of setting forward. Some of the nations in the vicinity of the Northern Archipelago, had, it seems, invaded a village about twenty leagues to the Northward of King George's Sound, under the jurisdiction, and which had been left to the particular government of his grandmother.

At this place the enemy had done considerable mischief,—murdering some of the people, and carrying others into captivity. On the arrival of a messenger at Nootka with the news of these hostilities, the inhabitants became instantly inflamed with a most active impatience for revenge; and nothing was thought of amongst them, but the means of gratifying it.

We embraced this opportunity of binding the chiefs, if possible, unalterably to us, by furnishing them with some fire-arms and ammunition, which would give them a very decided advantage over their enemies. Indeed we felt it to be our interest that they should not be disturbed and interrupted by distant wars; and that, if necessity should compel them to battle, that they should return victorious. This unexpected acquisition of force animated them with new vigour; for they had already confessed that they were going to attack an enemy who was more powerful, numerous and savage than themselves.

We attempted to instill into their minds the humanity of war,—and they had actually promised to punish the enemies they should  
take

take in battle with captivity, and not, as had been their general practice, with death. But it could not be supposed that the doctrines of our humane policy would be remembered by a savage nation burning with revenge, in the moment of battle; and we are sorry to add, that this expedition ended in a most shocking scene of blood and massacre.

1788.  
August.

The power that Maquilla carried with him on this occasion, was of a formidable nature. His war canoes contained each thirty young, athletic men, and there were twenty of these vessels, which had been drawn from the different villages under the subjection of Maquilla.—Comekela had the command of two boats:—They moved off from the shore in solemn order, singing their song of war. The chiefs were cloathed in sea-otter skins; and the whole army had their faces and bodies painted with red ochre, and sprinkled with a shining sand, which, particularly when the sun shone on them, produced a fierce and terrible appearance. While the women encouraged the warriors, in the patriotic language of the Spartan dames,—to return victorious, or to return no more.

The battles, or rather the attacks of these savage tribes, are we believe inconceivably furious, and attended with the most shocking actions of barbarous ferocity. They do not carry on hostilities by regular conflicts; but their revenge is gratified, their sanguinary appetites quenched, or their laurels obtained by the operations of sudden enterprize and active stratagem.

The instructions we left with our party on shore were such as the circumstances of the case required. They were requested to maintain, and if possible to augment their former vigilance; particularly if any



1788. strangers should arrive in the Sound. And if it should happen that  
AUGUST. our friends were vanquished, and pursued to Nootka, that they should take a decided and active part in their support. They were also desired not to let their humanity operate to the renewal of any communication with the banished seamen,—but to leave them to the lamented hardships of their condition, and the painful struggles of their repentance.

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## C H A P. XIX.

*Set sail for Port Cox.—Meet the Princess Royal.—Reciprocal good Offices.—Anchor in Port Cox.—Princess Royal anchors in Port Hanna.—Wicananish removed to Cliquatt.—Long-boat sent there at two different Times, with Presents, &c.—Description of Cliquatt.—Occupations of the Natives.—Brisk Trade with them.—The Long-boat sent a third Time to Wicananish, on taking leave.—Message from that Chief, who afterwards arrives on board.—His Son proposes to embark with us, which we decline.—Put to Sea, and Anchor again in King George's Sound.—The Arrival of the IPHIGENIA.—Tianna's affectionate Behaviour, &c.—Arrival of Maquilla and Callicum, and an Account of their Expedition.—Tianna's Abhorrence of American Manners.—People of America, Cannibals.—The Inhabitants of the Sandwich Islands rescued from that Aspersión.*

WE had but just cleared the mouth of the Sound, when a thick fog arose, which obliged us to heave to.—In the evening, however, it cleared away, when we saw the Princess Royal within two or three miles of us, to the windward; and, on perceiving us, she fired a gun to leeward and hoisted her ensign. We returned the signal, and she immediately bore up and spoke to us.

I instantly ordered out the boat, and went on board the Princess Royal. I had no personal knowledge of Captain Duncan, who commanded

1788. commanded her ;—but I had received full information in China of the ob-  
AUGUST. ject and extent of her voyage ; and I now felt the most anxious desire to offer any service to him and his little crew which he might want, or it might be in my power to afford.—Far from feeling the most distant impulse of any miserable consideration, arising from a competition of interests, I profess myself to have been animated by no other desires but those which arose from my duty, as a man and an Englishman. The Princess Royal was not quite fifty tons burthen, and manned by fifteen men ; and when it is known that she had doubled Cape Horn, and navigated the great Northern and Southern Pacific Oceans, some idea may be formed of the distresses her people must have suffered, as well as of the ability and indefatigable spirit of the commander. Indeed there is every reason to believe that this little vessel accomplished more for the benefit of her owners, than any ship that ever sailed to the North Western Coast of America.

Captain Duncan received me, with the whole of his crew, upon deck,—whom I could not but regard, as he conducted me to his cabin, with an eye of applausive astonishment. The first question which Captain Duncan asked me was, concerning the fate of the ship Nootka, about which he expressed an extreme anxiety. He had heard of the various misfortunes that had befallen her, and was expressing his doubts as to the possibility of her reaching China,—when I at once calmed his friendly apprehensions, by assuring him I myself commanded the Nootka in that distressful voyage which had excited his compassion ; and that he beheld me engaged, at this moment, in an amicable contest with him for the favours of fortune. His astonishment almost superseded his belief on the occasion ; and, knowing what I had suffered in my former voyage, he could scarce conceive it to be within the reach of possibility, that I should be already re-embarked in an adventure on the American Coast.

The



The Princess Royal had been out near twenty months from England, and was in want of many articles, without which it is astonishing she could have continued her voyage.—Though harassed with fatiguing duty, and in a climate and season where the severity of the weather required the aid of invigorating cordials, their stock of liquors had long been exhausted. We were extremely happy in being able to supply them with a small quantity: when Captain Duncan, in return, made us an unre-served offer of any thing his little vessel afforded\*.

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Destined as we were to be employed on a remote and unfrequented coast, and liable to all the hardships and inclemencies of such a situation, we felt an equal sympathy for our common allotment, and a mutual inclination to relieve, as far our power extended, the mutual inconveniencies of it.

We now separated, when the Princess Royal pursued her course to the South South East, and we continued along shore.—She had nearly brought her voyage to a conclusion, and was proceeding to the Sandwich Islands, to take in refreshments, in order to return to China with her valuable cargo of furs.

About nine o'clock in the evening the wind veered to the East by South, which was immediately against us, and obliged us to tack and stand to sea.

\* On enquiring of Captain Duncan concerning his distressed condition, he told me that he had met Captain Dixon, in the Queen Charlotte; and though that ship was on her return to China, and abundantly stocked with every thing; and even though she belonged to the same owners with the Princess Royal, the provident commander thought it much better to carry all his stores back to China, than to spare any of them to the latter vessel, though they would have been so great an alleviation to the hardships of her voyage.

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AUGUST.  
Sunday 10

It was the morning of the 10th before we got down a-breast of Port Cox, when we found the Princess Royal had a few hours before arrived in a small bar harbour, where our friend Hanna, the chief, resided.— Captain Duncan sent his boat off to us, as we passed, to know if he should pilot us into the harbour; but as our intention was to enter Port Cox, we contented ourselves with thanking him for his kind attentions. His boat, however, accompanied us till we anchored in the inner port, about five o'clock in the evening, when she quitted us to return to her ship; passing through the channels between the islands and the main, the distance being about fifteen miles.

The late Easterly winds had obliged the Princess Royal to shelter herself here, as well as to procure some wood and water, previous to her quitting the American coast.

On our arrival in Port Cox, we found that Wicananish had already removed to his winter quarters, which were up the harbour, and at the distance of between thirty and forty miles from the ship.

Monday 11

On the 11th, the long-boat was dispatched to the chief, with presents; and in the evening she returned, having met him at a small summer village, which was situated about twenty miles from the ship. He received the party with every mark of the most distinguishing regard; and, in return for our present, sent on board forty otter skins, of the most valuable species; and was pleased to make known his further wish, that the boat might be hereafter sent to his winter's residence, whither he was then going.

Tuesday 12

On the 12th, though the weather was but indifferent, the long-boat was nevertheless dispatched to Wicananish with a variety of articles for trade,

trade, and some flattering presents, amongst which the copper tea-kettle which had already been mentioned to him, was not forgotten, and whose arrival was eagerly expected by the whole family of the chief.

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The long-boat did not return till the 14th, when the officer gave us the following account of his little voyage.

Thursday 14

On the morning of the 13th he arrived at Clioquatt, the winter residence of Wicananish, which consisted, like the other towns, of such houses as we have already described, but more commodiously constructed, possessing a greater share of their rude magnificence than any which we had yet seen.—It was very large and populous; and the dwelling of the chief much more capacious than that which he occupied in the village near the sea, when we first visited his territories. The inhabitants were, at this time, busily employed in packing up fish in mats,—securing the roes of them in bladders,—cutting whales into slices, and melting down blubber into oil, which they poured into seal-skins.—All this mighty preparation was the provident spirit of catering for the winter:—and the incredible quantities of these various provisions which our people saw collected, promised, at least, that famine would not be an evil of the approaching season.

On these shores the winter is the happy portion of the year which is appropriated to luxury and ease; nor are they then ever aroused into action, but to take some of those enormous whales, which, at that season, frequent their seas, in order to feast any of the neighbouring chiefs who may come to visit them.

Wicananish received all our presents with expressions of extreme satisfaction; but the kettle was honoured with his peculiar attention, and borne away by him with an air of triumph, to be placed among his



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treasures; and with repeated declarations, that no consideration whatever should again induce him to yield up such a valuable deposit. Twelve brass-hilted swords composed a part of our offering, which were favoured with the most grateful admiration; and a great variety of articles had been purposely manufactured to suit the fancy of the women, who vied with each other in their cordial attentions to our people. A more brisk trade was then carried on with the inhabitants than we had hitherto experienced; a considerable quantity of furs were obtained, and the boat returned well freighted with the produce of the voyage, and her people perfectly satisfied with their reception from Wicananish.

Monday 18

Though we had every reason to be contented with our commercial success, we determined to send another embassy, which, if it did not produce any immediate advantage, might leave those impressions that would establish a rooted interest in our favour with the chief and his people. The long-boat was therefore, on the 18th, dispatched to the town, to take our farewell message, and, which was of more consequence, our farewell present to Wicananish. Indeed we proposed, on this occasion, to prove the disinterestedness of our friendship, by selecting such a variety of articles as would suit even the most varying fancy of this fickle people.—To these were also added several coats, profusely trimmed with buttons, and the head of a large copper still. This sumptuous present was ordered to be made on our part with a strict prohibition not to receive any thing in return.

The boat returned on the evening of the 19th, having punctually executed our orders; and having brought a message from the chief, that he proposed to visit the ship the next day; and therefore desired us to defer our departure for the purpose of receiving him.

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On the 20th, we were accordingly visited by Wicananish, attended by his brother, his two sons, three of his wives, and a great number of people from the town, who attended their chief, in order to gain another opportunity of trading with us; and no small quantity of furs were, at this time, procured from them. The chief, however, presented us with several sea otter skins of the most valuable kind; and, though there was every reason to believe that he intended to rival us in generosity, by refusing to receive any return, he could not bring himself to send back a couple of muskets and a quantity of ammunition; which were too tempting to be resisted by the delicacy of his sentiments, and might prove too useful in defending himself against his powerful neighbour, Tatootche, not to be received with the most grateful satisfaction. He enquired, in the most affectionate manner, how many moons would pass away before our return; and solicited us, in the strongest manner, to prefer his port and harbour to every other.

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Wednesday 20

One of his sons, a young man of about nineteen years of age, expressed a very earnest desire to depart with us; but this offer we thought it prudent to decline, from a recollection of the anxiety we had suffered on a former occasion, by receiving even the amiable Tianna to our care and protection. This youth was the most pleasing, in his figure and appearance, of any person we had seen on the American coast. He not only appeared to be very quick and sagacious, but to possess an amiable and docile disposition; and we do not doubt, had he visited China, but that he would have returned with far different qualifications than Comekela, to improve and adorn his country.

Wicananish and his people left us with every token of sincere regret; and repeated entreaties that we would soon return. Having bid these generous people farewell, we put to sea in the evening of the 20th; and, without

1788. without any material occurrence, anchored safe on the 24th, in our old  
AUGUST. situation in King George's Sound. Our absence had now occupied so short a space of time, that we felt nothing of that anxiety for our party at Nootka which we had experienced on our former separation. We found them all well, and the vessel considerably advanced. The carpenters had nearly planked her up, and her situation was such, that we proposed launching her on the 25th of September.

The exiled crew remained in the same unpleasant situation in which we had left them. Grief, pain and remorse had, we believe, been their constant companions, since they were banished from the ship;—at least their appearance was such as to justify us in forming such an opinion: and when the *Felice* entered Friendly Cove, we observed, as they viewed her from the beach, that the sight of her seemed, in some degree, to enliven their dejected countenances.

The time now approached when we had every reason to expect the *Iphigenia*, according to the instructions given her at our separation.—We began to feel that anxiety for her fate, which we, who knew the dangers she had to encounter, must naturally feel, when day after day passed on, and we saw no appearance of her. Our anxious eyes were continually wandering over the sea that washed the American Coast, in search of those sails which might mark the approach of our friends; but for some time nothing was seen but a vast expanse of water, unenlivened by any object but, now and then, the solitary canoe of a Nootka fisherman. Thus alternately governed by hope and fear, by the expectation of soon seeing our companions again, and the apprehensions of never seeing them more, we passed the busy part of our time; and, when our occupations were over, we used, in the evening, to walk on the shore,



at the back of Friendly Cove, and interchange those reflections which had occurred in silence, during the labours and employment of the day.

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In our evening walk on the 26th, while we were communicating our thoughts, and repeating our vaticinations concerning the Iphigenia, to our infinite joy a sail was seen in the offing, which we were willing to conclude could be no other than that which we expected; and, indeed, so it proved; for, on the 27th in the morning, she anchored in Friendly Cove. Wednesday 27

Such a meeting as this, obtained, as it deserved, a general celebration; and orders were accordingly given that all work of every kind should be suspended; that it might be a day of rest to the body, as well as of joy to the mind.—In short our little jubilee, on a distant and dreary coast, was passed with a degree of satisfaction and delight which the splendid festivities of polished nations have not always known. The relation of dangers that were past,—the pleasing renewals of private friendship,—the success which had attended our hazardous expeditions,—and the fair prospect that we should return home to enjoy the fruits of them, formed the subjects of our eager discourse; while the happy hours were enlivened by convivial mirth and social pleasure.

It was, as may be well conceived, a great addition to our happiness, that the crew of the Iphigenia were entirely recovered from the disorder which threatened them, at the time of our separation, and now joined us in full health and vigour. The joy of Tianna at the sight of those friends whom he had left with such poignant marks of regret, was of a nature to delight all who beheld the warm effusions of his grateful mind, but cannot be conveyed to those who did not behold it by any language of mine. Nor were we insensible to the pleasure of seeing him

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restored to us, so entirely recovered from a disorder which had filled us with apprehension that we should never see him again. Indeed, from the general change in his looks, and still wearing his fur cap and other warm cloathing, with which he had clad himself, during the cold season, while the *Iphigenia* was in Prince William's Sound and Cook's River,—we did not immediately recognize the chief; but the violence of his joy soon discovered him to us; and though it might be more expressive, it was not more sincere than our own. Indeed, such had ever been the conciliating power of his manners, that there was not a seaman in either ship, that did not love Tianna as himself.

We had supposed that his satisfaction on seeing us once again, was compleat; but we found it still capable of increase;—for when he was informed that we proposed, in a very short time, to proceed to the Sandwich Islands,—his expressions of delight knew no bounds;—they were wild, fantastical and excessive; and it was some time before they sunk into that state of moderation which qualified him to receive any fresh impressions of pleasure. The new vessel was reserved for that purpose; and when it was pointed out, and he was made acquainted with its object, he regarded it with such a firm and fixed attention, as if his eyes would have darted from their sockets to the vessel: and till she was launched, he continued the constant companion of the carpenters, examining their operations and observing their progress. We encouraged this disposition; and it is scarcely to be credited how much of a carpenter's profession he learned during the short time we remained at King George's Sound.

On the 27th, while we were visiting the village, Maquilla and Callicum returned from their war expedition; and, on entering the Sound, the little army gave the shout of victory. They certainly had obtained some advantages,

vantages, as they brought home in their canoes several baskets, which they would not open in our presence, and were suspected by us, as it afterwards proved, by the confession of Callicum, to contain the heads of enemies whom they had slain in battle, to the amount of thirty; but this victory was not purchased without some loss on the side of the powers of Nootka.

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The chiefs now returned the arms they had received from us, but the ammunition was entirely expended:—we perceived, indeed, that the muskets had been fired several times; and Callicum assured us that they had taken ample vengeance for the hostilities exercised against them; and had, besides, made a great booty of sea-otter skins, in which they were all arrayed.

The Sandwich Island Chief did not, as we first expected, discover any surprise at the sight of Maquilla and his army; but the frequent communication of the *Iphigenia* with the natives along the coast, from Cook's River to King George's Sound, had rendered them and their manners no longer an object of novelty, as they had never been an object of consideration in the eyes of Tianna. Indeed, when he, with his fine colossal figure, stood by Maquilla, who was rather of a low stature, the difference was such, as not only to strike every beholder, but even to affect themselves with the different sensations of an exulting or a wounded pride, which would prevent any very cordial affection from taking place between them. Tianna and Comekela were old acquaintance, but by no means intimate friends, as the former held the latter in a very low degree of estimation; and, accordingly, we did not observe any very cordial appearance of joy at their present meeting. As Comekela had been at the Sandwich Islands, on his first leaving America, the ship having stopped there for refreshments, he was qualified to give Maquilla an account not only of Tianna,

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1788. but the country from whence he came, and he did it probably to the  
AUGUST. disadvantage of both. At all events, Tianna held the customs of Nootka in detestation; and could not bear the idea of their cannibal appetites, without expressing the most violent sensations of disgust and abhorrence.

Indeed, there was no comparison to be made between the inhabitants and customs of the Sandwich Islands and those among whom we now resided, or of any part of the continent of America.—The former are their superiors in every thing that regards what we should call the comforts of life, and their approach to civilization. They attend to a circumstance which particularly distinguishes polished from savage life, and that is cleanliness:—they are not only clean to an extreme in their food, but also in their persons and houses the same happy disposition prevails:—while the North Western Americans are nasty to a degree that rivals the most filthy brutes, and, of course, prohibits any description from us. Indeed, the very disgusting nature of their food is not diminished by the manner in which it is eaten, or rather devoured.—Besides, their being cannibals, if no other circumstance of inferiority could be produced, throws them to a vast distance from the rank which is held in the scale of human being by the countrymen of Tianna: nor should we pass over in this place the frequent and solemn declarations of this chief, that the natives of the Sandwich Islands possess the most abhorrent sentiments of cannibal nature; and though they may immolate human beings on the altars of their deity, they have not the least idea of making such a sacrifice to their own appetites. Indeed, we trust it will not prove a vain hope, that these amiable people may soon be taught to abandon even their religious inhumanity; and that near half a million of human beings, inhabiting the Sandwich Islands, may one day be ranked among the civilized subjects of the British empire.

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## C H A P. XX.

*The Crew of the Iphigenia employed on the new Vessel.—Arrangements made relative to the Ships.—Inhabitants prepare to retire to their Winter Quarters.—Dispositions relative to the exiled Part of the Crew, who are again received on board, on certain Conditions.—Maquilla and Callicum pay us a Visit previous to their Departure.—Presents made to these Chiefs.—The Sagacity of the latter.—Ungrateful Behaviour of Comekela.—A Sail seen in the Offing.—Boat sent out to assist her.—The Washington enters the Sound.—Some Account of her Voyage, &c.—The new Vessel named and launched.—A Crew appointed to her.—Orders delivered to the Iphigenia.—Tianna embarks on board her.—Escape of the degraded Boatswain;—Assisted by the Master of the Washington.—Quit King George's Sound, and proceed to the Sandwich Islands,*

THE arrival of the Iphigenia not only infused into our minds new life and spirits, but enabled us to proceed in our different operations with redoubled vigour. We now formed a very strong party; and, therefore, had no doubt of being able to launch the vessel by the time we proposed.

The voyage of the Iphigenia had also afforded us additional and very promising expectations of rendering the North West Coast of America a very important commercial station. She had very completely coasted the American shore, from Cook's River to King George's Sound, and

1788. had brought us the most indubitable proofs of the existence of the  
AUGUST. Great Northern Archipelago :—But this new, important, and very interesting object has already, we trust, satisfied the attention of our readers, in one of the introductory Memoirs prefixed to this volume.

The artificers of the *Iphigenia* were immediately employed to assist those of the *Felice* in forwarding the completion of the vessel. Indeed, they rather felt a jealousy on seeing the works we had formed ; which acted as a stimulative to take an active share in the honour of them : so that the business of our temporary dock promised a very speedy completion. Nor were the seamen idle : some were added to the rope-makers, and others strengthened the party appointed to cut down spars for present use ; and, in particular, to procure a new fore-mast for the *Felice*, who, as we have related, had sprung her's, very soon after our departure from Samboingan.

The season for retiring from the American coast was now approaching ; and we had sufficient business on our hands to fill up the interval. Not only the new vessel was to be launched, manned, and equipped for a voyage of near fifteen hundred leagues, but the two ships were also to be prepared for sea ; and when our situation, as well as the nature of our resources are considered, we must be allowed to have had no small difficulties to encounter ; and that, from having conquered them, we have some claim, at least, to the praise that is due to unremitting industry, and resolute perseverance.

A new suit of sails was soon completed for the vessel on the stocks, which, as she was to be rigged as a schooner, was the more readily accomplished ;



complished; but, independent of her storm-sails, this was all we could do for her in that branch of rigging.

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August.

Being, however, thus far, and thus happily advanced in our several preparations for our approaching voyages, it became a matter of immediate consideration to form the necessary arrangements of the two ships, not only for the present season, but also for the ensuing year. A very valuable cargo of furs had been collected, which it was our interest to transport to market with all possible dispatch;—it was, therefore, determined that the Felice, as soon as the new vessel was launched, should directly proceed to China; and that the Iphigenia, with the schooner, should remain to prosecute the general objects of our commerce.

This arrangement being settled, every exertion was immediately made to prepare the Felice for sea. For this purpose the sail-makers began upon her rigging, and the caulkers applied themselves to her upper-works, which, as well as her bends, were very leaky. As it was more than probable that we should enter the China seas at a very tempestuous season of the year, we were very attentive to the making every necessary provision for that, as we did for every other possible exigency of the voyage. In short, we followed up this business with such unremitting and active industry, that by the 4th of September the ship was ready for sea, having got her head fore-mast in, and being completely stored with wood and water.

SEPTEMBER.  
Thursday 4.

The natives now began to make preparations for retiring from their present situation into the more interior part of the Sound; and we daily saw some of their embarkations, which we have described in a former chapter. On the 7th, Maquilla and Callicum paid us a visit, to notify in form, that, in a few days, they, with all their people, should remove

Sunday 7

1788. to the winter residence, which was near 30 miles from the ship, and as  
SEPTEMBER. many from the sea.

On receiving this information, we thought it incumbent on us to form some dispositions concerning the exiled crew. Their sufferings applied themselves very forcibly to our pity; and the humility of their solicitations, with their imploring promises of future fidelity and good behaviour, were not without their effect. But it required all the reflection we could bestow on the subject, to form a right judgment how to act in a crisis where individual feeling, and professional duty had much to settle, before a final decision could be made. The leaving these unhappy people behind, might have been considered as cruelty to them; and the receiving men on board, the return of whose daring and mutinous spirit would, to say no worse, impede, if not wholly interrupt the voyage,—might turn out cruelty to ourselves.

They had, it is true, suffered very severely for their past misconduct; and when they were summoned to hear our final determination concerning them, their pale countenances and dejected looks, accompanied by the most abject declarations of repentance, disarmed us, at once, of all our resentment; and they were received into the ship on consenting to forfeit the wages already due to them for nine months service, and that their future pay should be proportioned to their future good behaviour. To these conditions they joyfully submitted, and once more joined their comrades, after an interval, in which they had known nothing but mortification and distress. The power which was exercised in depriving these men of the wages due to them previous to their villainous attempt to seize the ship, was founded in strict justice: for, without considering the wickedness of their design, and the fatal consequences which would have attended the completion of it, their having

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prevented the ship from putting to sea, for the benefit of their employers, by which interruption a considerable loss was sustained, was alone sufficient to justify an act, which would make them sharers in the loss that they had occasioned. 1788. SEPTEMBER.

On our arrival at China, however, the whole of the wages which they had forfeited, was bestowed upon them by the commiserating generosity of the owners.

We could not, after all, exercise too much precaution in again receiving these dangerous people amongst us. We indulged our dispositions to lenity with an apprehensive satisfaction; and, in order to lessen the possibility of mischief, we distributed them among the two crews, which lessened, at least, the power of communication with each other. The boatswain, whose conduct had been marked with previous disobedience, and who was the ringleader of the mutiny, was excepted from the general amnesty. It was thought to be necessary, at all events, to make him an example; more particularly as we now discovered that he had added theft to his other offences. He was accordingly put under confinement in the house on shore.

Thus was this very disagreeable business finally settled: but had we been less fortunate in the first discovery of the mutiny;—in short, had we been at such a distance from the ship, as not to have heard the first alarm on the occasion, the consequences would certainly have been destructive of the voyage, and might have proved fatal to ourselves.

Maquilla and Callicum now came to take their farewell of us, as they were going to depart for the place of their winter residence, and delivered themselves on the occasion in the warmest language, and with the most



1788. most expressive looks of friendship. They knew that we were shortly  
SEPTEMBER. to quit their coast, and expressed very affectionate wishes for our return. Maquilla entreated us again and again, whenever we proposed to get the little mamatlee or ship into the water, to send to him, and he would come down with all his people to give us the necessary assistance. They had, indeed, been constantly anticipating the difficulty that would attend us, as they expressed themselves, in pushing the vessel into the water, whenever she should be compleated. These chiefs had paid a very regular attention to the progress of her construction, from the very beginning, to her present state of approaching completion; but without discovering any thing like the intelligence which grew up, as it were, and daily unfolded itself in the mind of Tianna.

Whatever opinion, therefore, we had formed of the capacity of these chiefs for the sentiments of friendship, we thought it prudent, with a view to our future interests, as presents had first obtained it, to secure the continuance of it, if possible, by the same prevailing influence.—We accordingly presented Maquilla, with a musket, a small quantity of ammunition, and a few blankets. Nor did Callicum leave us without receiving equal tokens of our regard.

We made these chiefs sensible in how many moons we should return to them; and that we should then be accompanied by others of our countrymen, and build more houses, and endeavour to introduce our manners and mode of living to the practice of our Nootka friends.—This information seemed to delight them beyond measure; and they not only promised us great plenty of furs on our return, but Maquilla thought proper, on the instant, to do obedience to us as his lords and sovereigns. He took off his tiara of feathers, and placed it on my head; he then dressed me in his robe of otter skins; and, thus arrayed, he made me sit  
down

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down on one of his chests filled with human bones, and then placed himself on the ground. His example was followed by all the natives present, when they sung one of those plaintive songs, which we have already mentioned as producing such a solemn and pleasing effect upon our minds.—Such were the forms by which he intended to acknowledge, in the presence of his people, our superiority over him.—We now once more took our leave, and returned on board the ship, clad in regal attire, and possessed of sovereign power.—We had, however, scarcely left the chief, when Callicum came running after us to particularise his commissions, and repeat his adieu.—There was something about this man so amiable and affectionate, that I wished to remain with him to the last; and I cannot help relating every trifling circumstance in this final interview.—He enumerated a long list of articles, that he desired us to bring him when we should return; all of which I took down in writing, to his entire satisfaction. Shoes, stockings, an hat, and other articles of our dress, were most particularly requested by him; and, when I returned him my assurance that his wishes should be gratified in the most ample manner, he immediately departed, after having taken me round the neck, and given me a most affectionate embrace.—I felt it then, when I hoped to see him again;—and I feel it now—when I too well know I shall see him no more.

Poor Callicum had now, as at every former period, made known his wants in a particular manner to me; but I afterwards found that the whole village had, more or less, charged the memories of our people, as well officers as seamen, with their various commissions:—nor did the ladies of Nootka forget to make their claim to our remembrance of them. And here I cannot but mention, with some degree of pleasure, though mingled, I must own, with a preponderating sensation of pain, that, on our part, all their several commissions were most minutely executed. The Argo-

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SEPTEMBER. gonaut contained them all; as also the several presents to Maquilla, Callicum, Wicananish, and the other chiefs to the Southward of King George's Sound, known by us, as well as those to the Northward of it, who had been discovered by the *Iphigenia*. The whole of which treasure had been selected and adapted with great care, and the most anxious attention to their fancies, as well as their necessities, when she was captured by the Spaniards.

It might be considered, perhaps, as tending to lessen the abhorrent idea which every Englishman should feel, and of which I, above all others, should be sensible, respecting the audacious and cruel conduct of the Spanish officer, by mentioning the subordinate disappointment I felt, when I reflected that Maquilla and Callicum did not enjoy their harmless pride in those dresses which had been prepared for them; and that the coffers of Wicananish were not filled with those vessels which had been expressly, and at no little trouble, obtained to enrich them. I shall therefore pass over the curious cargo provided for our Nootka friends, of which we and they were robbed by the Spanish commander; nor describe the quantity of cast-off cloaths, that we had collected at China, and loaded with buttons to suit their fancy; and of which the Spaniards possessed themselves with such an avidity, as if they were in want of this wardrobe, which was destined for the savages of Nootka, to cloath far greater barbarians.

Comekela, of whom we never entertained a very favourable opinion, and of whose deceitful conduct we had ample proof, notwithstanding our kindness to him, while he was at China, during his voyage from thence, and after his return to Nootka, confirmed us in our opinion of his ingratitude, by leaving the Sound, without shewing us the least mark of attention or respect:—He therefore lost, as he deserved, the present which



was reserved for him; and we suffered him to depart without any token of remembrance from us.

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We continued our operations, without the intervention of any particular circumstance, till the 17th of September, when a sail was seen in the offing, which rather surprized us; and we were not without our apprehensions that it was the Princess Royal, who had met with some accident that obliged her to return. The long-boat was immediately sent to her assistance, which, instead of the British vessel we expected, conveyed into the Sound a sloop, named the Washington, from Boston in New England, of about one hundred tons burthen. Wednesday 17

Mr. Grey, the master, informed us, that he had sailed in company with his consort, the Columbia, a ship of three hundred tons, in the month of August, 1787, being equipped, under the patronage of Congress, to examine the Coast of America, and to open a fur-trade between New England and this part of the American Continent, in order to provide funds for their China ships, to enable them to return home teas and China goods. These vessels were separated in an heavy gale of wind, in the latitude of 59° South, and had not seen each other since the period of their separation;—but as King George's Sound was the place of rendezvous appointed for them, the Columbia, if she was safe, was every day expected to join her consort at Nootka.

Mr. Grey informed us that he had put into an harbour on the Coast of New Albion, where he got on shore, and was in danger of being lost on the bar: he was also attacked by the natives, had one man killed and one of his officers wounded, and thought himself fortunate in having been able to make his escape. This harbour could only admit vessels of a very small

1788. size, and must lie somewhere near the Cape, to which we had given the  
 SEPTEMBER. name of Cape Look-out.

The master of the *Washington* was very much surprized at seeing a vessel on the stocks, as well as on finding any one here before him; for they had little or no notion of any commercial expeditions whatever to this part of America. He appeared, however, to be very sanguine in the superior advantages which his countrymen from New England might reap from this track of trade; and was big with many mighty projects, in which we understood he was protected by the American Congress. With these circumstances, however, as we had no immediate concern, we did not even intrude an opinion, but treated Mr. Grey and his ship's company with politeness and attention.

Saturday 20 On the 20th, at noon, an event, to which we had so long looked with anxious expectation, and had been the fruit of so much care and labour, was ripe for accomplishment.—The vessel was then waiting to quit the stocks; and to give all due honour to such an important scene, we adopted, as far as was in our power, the ceremony of other dock-yards.—As soon as the tide was at its proper height, the English ensign was displayed on shore at the house, and on board the new vessel, which, at the proper moment, was named the *North West America*, as being the first bottom ever built and launched in this part of the globe.

It was a moment of much expectation.—The circumstances of our situation made us look to it with more than common hope.—Maquilla, Callicum, and a large body of their people, who had received information of the launch, were come to behold it. The Chinese carpenters did not very well conceive the last operation of a business in which they themselves had been so much and so materially concerned. Nor shall we  
 forget





c. 1800

*The Launch of the USS Constitution at Voitha, Funchal.  
Being the first vessel that was ever built in that part of the globe*

R. Peckham, sculp.





forget to mention the Chief of the Sandwich Islands, whose every power was absorbed in the business that approached, and who had determined to be on board the vessel when she glided into the water. The presence of the Americans ought also to be considered, when we are describing the attendant ceremonies of this important crisis; which, from the labour that produced it,—the scene that surrounded it,—the spectators that beheld it, and the commercial advantages, as well as civilizing ideas, connected with it, will attach some little consequence to its proceeding, in the mind of the philosopher, as well as in the view of the politician.

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But our suspense was not of long duration;—on the firing of a gun, the vessel started from the ways like a shot.—Indeed she went off with so much velocity, that she had nearly made her way out of the harbour; for the fact was, that not being very much accustomed to this business, we had forgotten to place an anchor and cable on board, to bring her up, which is the usual practice on these occasions: the boats, however, soon towed her to her intended station; and in a short time the North West America was anchored close to the Iphigenia and the Felice.

Tianna, who was on board the vessel at the time of her being launched, not only saw, but may be said to have felt the operation, as if it had been the work of enchantment; and could only express his astonishment, by capering about, clapping his hands, and exclaiming *Myty, Myty*; a word the most expressive in the language of the Sandwich Islands, to convey wonder, approbation, and delight. The Chinese carpenters were also in an almost equal degree of astonishment, as they had never before been witnesses of such a spectacle. Nor were the natives of the Sound, who were present at this ceremony, less impressed by a series of operations, the simplest of which was far above their comprehensions. In short,—this business did not fail to raise us still higher in their good opinion,

1788. opinion, and to afford them better and more correct notions than they  
SEPTEMBER. hitherto possessed, of the superiority of civilized, over savage life.

A commander, officers and crew, were immediately selected from the Felice and Iphigenia, to navigate the North West America; and each of the ships sent her proportion of stores on shore, to equip her for sea.

And here, I trust, it will not be considered as an impertinent digression, if I express my gratitude to that example of professional rigor and perseverance, which in my early years were set before me, on the opposite side of this continent, where ability and courage alleviated, in some measure, the chagrin of unsuccessful war. The campaigns in Canada owe their only honour to the naval warfare on the lakes of that country; and it was my good fortune, when a youth, to be enured in such a school, to the hardships and difficulties of naval life, and to learn there, that temper and perseverance must be added to professional knowledge, in order to surmount them.—I am ready to acknowledge that, for the little skill I may possess, as a professional man, as well as the patience I have exercised, and the perseverance which I have exerted, in this or any other voyage, I am indebted to the rigid discipline which necessarily arose from the continual action, hazard and conflict of the service in which I was first engaged.—Some little experience has convinced me that dangers and difficulties form the best school of maritime education; and he that has been so employed as to have seen every thing, and so circumstanced as to despise nothing, cannot fail of rendering service to his country.

On the 24th, the Felice being ready for sea, the orders, marked N<sup>o</sup>. V. in the Appendix, were given to Captain Douglas, to direct his future proceedings.—The North West America was added to his command, and  
Tianna



Tianna once more embarked on board the *Iphigenia*, as she was destined to carry him to the Sandwich Islands.

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This arrangement was preferred after some deliberation; for I myself felt a strong inclination to restore the amiable chief to his country; but as I could not remain more than a few days at the Sandwich Islands, and as the *Iphigenia* was destined to winter there, it was thought a more expedient measure to send him home in her; as it would, in a particular manner attach him to her people, and, of course, promote their comfort and security during the time, which would probably occupy several months, of their stay there. These reasons were sufficient for us, on account of the general interest of the expedition, to return Tianna to the *Iphigenia*;—but there were also other reasons for pursuing this measure, for his own sake.

We had been informed by one of the vessels which returned to China from the Sandwich Islands, subsequent to us, that Tianna's brother, Taheo, sovereign of Atooi, was become so fearful of the power he might acquire from us, as to meditate his destruction; and that, in all probability, some secret attempt would be made on his arrival to cut him off. It was necessary, therefore, for the preservation of Tianna, that he should be taken back in that vessel, which, by her long stay there, might ensure his safety, till the jealous fit of his tyrant brother was passed away, and a perfect reconciliation had taken place between them.

We now sent all the stores we could possibly spare on board the *Iphigenia*; and, in return, received her cargo of furs. We also took on board a considerable quantity of fine spars, fit for top-masts, for the Chinese market, where they are very much wanted, and, of course,  
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## VOYAGES TO THE

1788. proportionably dear. Indeed the woods of this part of America are capable of supplying, with these valuable materials, all the navies of Europe.

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Monday 24 In the evening the officers, &c. of the *Iphigenia* and the *North West America* came on board the *Felice* to bid us farewell. Tianna was not the last to shew us that mark of his regard ;—and indeed, to do justice to his amiable disposition and friendly nature, whenever kindness could be shewn, or generosity expressed, he was among the first.—Nor could he say adieu to *Noota*, the name universally given me, both in America and the Sandwich Islands, without a frame almost convulsed with agitation, and tears gushing down his cheeks.—Nor could I, though proceeding to complete my voyage with the fairest hopes of success, take my leave of that worthy man, and the companions of our toilsome enterprize, without emotions that required all my resolution to suppress.

Neither should I do justice to the conduct of those employed in this commercial expedition with me, if I did not mention the alacrity which was displayed by the officers of every denomination ;—and, indeed, by all the inferior people, to accommodate themselves to our peculiar circumstances. It was necessary to have several changes among the crews of both ships, in order to give a proper complement of officers and men to the *North West America*, in which the general interest of the expedition was alone considered by all ;—and I think it my duty to record on this grateful page, the sense I have of, and the advantages their employers received from, their manly and accommodating conduct on the occasion.

We now hove up the anchor, and, with a strong wind blowing from the North West, the Felice put to sea.—The crews of the Iphigenia and the North West America gave us three cheers at our departure, which awakened every echo of Friendly Cove. We returned the same animating adieu;—and, before it was dark, we had almost lost sight of Nootka Sound.

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It may not be improper just to mention, that the day after the arrival of the American vessel at Nootka Sound, the discarded boatswain broke from his confinement, and escaped, with several articles he had stolen, into the woods, with a view to obtain protection from the Washington; in which, as we have since been informed, he succeeded. For the master of that vessel, with what propriety I shall not pretend to observe, not only sent him provisions to his hiding-place in the woods, but, immediately on the departure of our ships, received him on board his vessel, in which he did duty before the mast.



1788.

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## C H A P. XXI.

*General Account of the Nations seen on the North Western Coast of America.—The Four Nations of the Country of Nootka.—Their Situation, Villages, and Population, &c.—Knowledge of the People to the Southward of Queenhithe, in a great Degree conjectural.—Wicananish, however, repeats the Names of their Villages.—Some Account of the American Continent, from Cape Saint James to the Southward.—Climates.—Seasons.—Winds.—Storms.—Harbours, &c.—Navigation, &c.—No considerable Rivers in the District of Nootka Sound.*

WE had now taken our leave of the Coast of America; and, while the Felice may be supposed to be pursuing her voyage to the Sandwich Islands, we shall fill up the interval of her arrival there, with such an account of the country we have just quitted, as we are qualified to make from our own experience, and such observations as suggested themselves to us while we were acquiring it.

The commercial adventurers to this part of America, who had been led thither for the furs it produced, were not without that laudable and patriot curiosity which has animated others, and indeed operated in some of them to add new countries to the chart of the globe;—but, whatever zeal they might possess, it was not in their power to spare an adequate  
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portion of their time from their more important objects of commercial enterprize.

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It is true, that in pursuit of them we fell in with parts of the coast that Captain Cook had not visited, and communicated with people whom he had never seen;—but the great object of our voyage continually checked any rising impulse to pursue the track of discovery; and our particular duty and interests forced us back to those parts of the coast which were more immediately connected with the purposes of mercantile adventure.—Hence it is that our account of this part of the American continent will be confined within narrow limits:—It will, however, we trust, possess the merit which accuracy can give it, and assist those who may hereafter be employed to examine this remote portion of the globe.

The parts of which we have any particular knowledge, extend from the latitude of  $45^{\circ}$  North to  $62^{\circ}$  North. The longitude obtained from astronomical observations, is from  $205^{\circ}$  East, to  $237^{\circ}$  East of Greenwich. By this longitude we mean the Western boundary of the coast to the Northern Pacific ocean.—This country, as it extends towards Hudson's or Baffin's Bay, is as yet unexplored, and, of course, unknown; nor can we form any probable conjecture whether such a space is occupied by land or sea, as we have already observed, in the introductory memoir which treats of the North West Passage, &c.

With respect to the inhabitants of this extensive shore, we have a knowledge of four different nations, whose occupations and manners bear a great similitude to each other.

1788. From every information we could obtain, there is reason to believe that  
SEPTEMBER. the nation which inhabits Nootka Sound, and which extends itself both North and South of that port, is very numerous; but does not possess the same fierceness of character as their more Northern neighbours.

Maquilla, with whom the reader has already been made rather intimately acquainted, is the sovereign of this territory; which extends to the Northward, as far as Cape Saint James, in the latitude of  $52^{\circ} 20'$  North, and longitude of  $228^{\circ} 30'$  East of Greenwich; and which cape forms the Southern extremity of the great groupe of islands that bounds the Northern Archipelago towards the Pacific Ocean; and to the Southward, the dominions of this chief stretch away to the Islands of Wicananish.

There are also persons of considerable power, though inferior dignity to the sovereign chiefs:—In this station of honour were Callicum and Hanapa, who have already been particularly mentioned; and the former of whom has been, we trust, a pleasing companion to the reader through many a page of this volume.—Indeed, as we had no opportunity of visiting the interior parts, at any distance from the Sound, we can only communicate such information as we received from this amiable chief, whose frank and open disposition was ever obedient to our enquiry; and who, by possessing an understanding superior to the rest of his countrymen, was qualified to make those communications, on which, as far as they went, we might have an unsuspecting reliance.

From him we learned that there were several very populous villages to the Northward, entrusted to the government of the principal female relations of Maquilla and Callicum; such as grandmothers, mothers, aunts, sisters, &c.—but the brothers, sons, and other male relations, were, from political motives, kept near the person of the chief himself.—



It may indeed be recollected, that the village suddenly invaded by the enemy, and which occasioned a war expedition from Nootka Sound, has been mentioned in a former chapter as being governed with unlimited sway by the grandmother of Maquilla. The mother of Callicum enjoyed a similar delegated power over another district; and several other villages were assigned to the direction of other relations, all of which were ready to join, as occasion required, for the support of their mutual safety, and to yield a ready obedience to the summons of the sovereign chief:—The whole forming a political band of union, not very unlike to the general system of government in Europe, at an early period of its civilization, and which is well known under the appellation of the feudal system.

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The number of inhabitants in King George's Sound amount to between three and four thousand. Captain Cook estimates the village of Nootka to contain about two thousand inhabitants, and we do not think that it had undergone any change in its population when we were upon the coast. But there are two other subordinate villages in the Sound, which, between them, appeared to us to contain fifteen hundred people. One of them is situated at a considerable distance up the Sound, in a district committed to the jurisdiction of Hanapa.

To the Northward of the Sound there are four villages, and to the Southward of it there are an equal number, of which Maquilla is the chief. From the best information, each of these inhabited spots contain, on an average, about eight hundred people; so that the whole of Maquilla's subjects do not amount to more than ten thousand people;—a very small number indeed to occupy so large a space of country;—but the frequent wars which harass these little states, and  
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1788. the fierceness of battle among cannibal nations, are sufficient to satisfy  
 SEPTEMBER. us concerning the stagnant population of these people.

The district next to King George's Sound to the Southward, is that of Wicananish: though he is not considered as equal in rank to Maquilla, yet he is entirely free and independent, and by far the most potent chief of this quarter. In the same district reside the chiefs named Detootche and Hanna, on two small islands, but who are entirely free and independent. These islands are situated a little to the Northward of Port Cox, and contain each of them about fifteen hundred people, and we did not understand that they had any other dependency.

The general residence of Wicananish is in Port Cox, where he lives in a state of magnificence much superior to any of his neighbours, and both loved and dreaded by the other chiefs. His subjects, as he himself informed us, amounted to about thirteen thousand people, according to the following estimation:—

In Port Cox, four thousand; to the Southward of Port Cox to Port Effingham, and in that Port, two thousand; and in the other villages which are situated as far as the mouth of the Straits of John de Fuca, on the Northern side there might be about seven thousand people.—Here the dominions of Wicananish end, and those of the next and last chief of the Nootka territory begin, whose name is Tatootche.

The names of the several villages belonging to Wicananish were given us by himself, and are as follow:—Kenoumahafat, Uth-u-wil-ett, Chaiffet, Elefait, Qu-quaet, Lee-cha-ett, Equo-lett, How-schuc-se-lett, E-lolth-it, and Nitta-natt. These names are taken down in the manner they were pronounced by Wicananish; and, indeed, as we passed along  
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the coast, we had communication with several of them, whose inhabitants came off to us at sea, particularly from Nitta-natt, Elefoit, and E-lolth-it. 1788.  
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Indeed, from the apparent populousness of these villages, which we could very well distinguish, we rather think that the chief, either from modesty or ignorance, under-rated the population of his country.

The subjects of Wicananish are a bold, daring people, extremely athletic, and superior in every respect to those of King George's Sound; and, at the same time, not so savage as those of Tatootche, who resides on the island that bears his name, and is situated near the South head-land which forms the entrance of the Straits of de Fuca. With these people we had very little communication, but from the crowd of inhabitants collected to view the ship, and the number of boats filled with people which surrounded her, we shall not over-rate the number of inhabitants on this island, by estimating them at five thousand people.

The district of this chief extends to Queenhithe; and Wicananish informed us that it contained five villages, and about three thousand inhabitants. We saw the large village of Queenuitett, near Queenhithe, and also several other smaller ones, as we coasted along the shore.

We could obtain no other knowledge of any villages to the Southward of Queenhithe, but from the further information of Wicananish. He indeed repeated the names of several, which, according to his account, were situated a great way to the Southward, the inhabitants whereof not only spoke a different language from the Nootka natives, but who varied also in manners and customs. That this part of his intelligence was correct, we had sufficient proof, when we were off Shoalwater Bay, as the two natives who then approached the ship, spoke a language which

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seemed



1788. seemed to have no affinity with that of Nootka, and appeared, in the  
 SEPTEMBER. circumstances of dress and the form of their canoe, to be a separate and distinct people from the American nations which we had visited.

The following names of the villages to the Southward of Queenhithe, were taken down, at the moment, as Wicananish pronounced them:— Chanutt, Clanamutt, Chee-mee-fett, Lo-the-att-sheeth, Lu-nee-chett, Thee-wich-e-rett, Chee-fet, Lino-quoit, Nook-my-ge-mat, Amuo-skett, Nuiffet-tuc-fauk, Quoit-fee-noit, Na-nunc-chett, and Chu-a-na-skett.

The knowledge which Wicananish possessed of the names of these places, proves very evidently that either he or some of his people have had some communication with the inhabitants of them. But whether this was a matter of design or hazard, of an occasional trading intercourse, or the accidental effects of a storm, which has been frequently known to have driven canoes to a great distance, and carried the affrighted Indian to the hospitality or the destruction of a remote coast, we cannot pretend to say; as it was not always in our power to make ourselves intelligible to the savages, or render them intelligent to ourselves.

These places are beyond the limits of that part of America comprised in the four nations, extending from Prince William's Sound to Queen Charlotte's Isles, and the Northern Archipelago; and from thence to Nootka and Cape Shoalwater; so that any history of the people that inhabit them, must be a matter of mere conjecture, and therefore totally improper to interrupt the authentic narrative before us.

Of the inhabitants residing up the Straits of de Fuca, we could obtain no information from the people of Nootka; but from the multitude

which attacked the long-boat, we had no doubt that they were very numerous.

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The American continent, in almost every part, presents nothing to the eye but immense ranges of mountains or impenetrable forests.—From Cape Saint James to Queenhithe, which we have considered as the district of Nootka, and inhabited by the same nations, this scene invariably presents itself, and admits of very little if any variety. In some places the country appears to be level on the coast, but still the eye soon finds itself checked by steep hills and mountains, covered, as well as every part of the low-land, with thick woods down to the margin of the sea. The summits of the higher mountains, indeed, were composed of sharp prominent ridges of rocks, which are clad in snow instead of verdure;—and now and then we saw a spot clear of wood, but it was very rare, and of small extent.

The climate of this country, that is from Cape Saint James to the Southward, is much milder than the Eastern coast on the opposite side of America, in the same parallel of latitude.

The winter generally sets in with rain and hard gales from the South East, in the month of November; but it very seldom happens that there is any frost till January, when it is so slight as very rarely to prevent the inhabitants from navigating the Sound in their canoes. The small coves and rivulets are generally frozen; but I could not discover that any one remembered to have seen the Sound covered with ice.

The winter extends only from November to March, when the ground is covered with snow, which disappears from off the lower lands in

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April,

1788. April, and vegetation is then found to have made a considerable advance.  
SEPTEMBER. April and May are the spring months, and in June the wild fruits are already ripened. To the Northward of King George's Sound the cold encreases, and the winters are longer; as to the Southward, it of course diminishes; and we should suppose that to the Southward of  $45^{\circ}$  there must be one of the most pleasant climates in the world.

The mercury in the thermometer often stood in the middle of summer at  $70^{\circ}$ , particularly in the coves and harbours that were sheltered from the Northern winds; but we very seldom had it lower than  $40$  in the evenings. Fires, however, were very acceptable both in May and September; but we attributed this circumstance in a great measure to the South East winds, which were ever attended with rain and raw cold. The North Westerly winds, on the contrary, blow clear, but are rather cool. The winds which prevail during the summer months, are the Westerly ones, which extend their influence over the Northern Pacific Ocean, to the Northward of  $30^{\circ}$  North, as the Easterly winds blow invariably to the equator from this latitude.

Storms from the Southward are very frequent in the winter months, but there is no reason to suppose that they operate with such a degree of violence as to prevent ships from navigating the American coast, in any season of the year.

There are several harbours in the district of Nootka, which are capable of receiving, into perfect security, shipping of the largest burthen. King George's Sound is an absolute collection of harbours and coves, which are sheltered from the violence of all winds. Port Cox and Port Effingham are of the first kind for capaciousness and safety; and to the Northward of Nootka to Cape Saint James, we may safely conjecture



conjecture that there are sounds and harbours equal to any which have been already described. Besides, this coast is by no means difficult to navigate, from its very deep waters and bold shores.

1782.  
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We cannot but consider it as a remarkable circumstance, that during the whole length of our coasting voyage, we did not meet with a single river of any magnitude. The very small streams which emptied themselves every where into the sea, were generally supplied by rains and snow from the mountains. We found also very few springs; so that from these and other circumstances, with such accounts as we could get from the natives, we had been frequently disposed to imagine, that the land which we had considered as the American coast, was a chain of islands, separated by large and capacious channels from the continent\*.

\* This conjecture will be considered in one of the Introductory Memoirs, with some account of the voyage of the American sloop Washington, in the autumn of 1789, which was not received till we were thus far advanced in our Narrative.

1783.

SEPTEMBER..

## C H A P. XXII.

*Account of the District of Nootka continued.—Vegetable Productions.—Great Plenty of Wild Fruits.—Esculent Roots, &c.—Quadrupeds.—Deer.—Foxes.—Martens.—The Ermine.—Squirrel, &c.—Marine Animals.—The Whale, Sword Fish, Seals, &c.—Particular Account of the Sea Otter.—Various Kinds of Birds.—Aquatic Fowls.—Fish of various Kinds.—Manner of taking some of them.—Reptiles.—Insects.—Minerals.—Conjectures concerning Mines in this Country, &c. &c.*

THE vegetable productions of the district of Nootka, which have come to our knowledge, are not numerous, though we must acknowledge that our botanical enquiries were necessarily very confined.—We have no doubt but that considerable additions might be made from this country to the collected stores both of Zoology and Botany; but we wanted skill sufficient to render ourselves serviceable in this pleasing range of science.—We shared the natural lot of all private expeditions equipped for the purposes of commercial adventure, in which a knowledge of these branches of philosophy is not an essential qualification, and where even every pursuit of science must give way to those of mercantile advantage.

Among the trees which compose these forests, we observed the black and white spruce, with the pine and cypress; and a great variety with whose form and foliage we were wholly unacquainted; many of which, however, would answer every purpose of the dock-yard. Timbers cut from some of them proved so extremely hard, that it was with difficulty they could be worked into shape. We particularly remarked that in King George's Sound,

Sound, Port Cox, and Port Effingham, the trees in general grow with great vigour, and are of a size sufficient for masts of any dimensions.

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On the rocky islands, and in the woods, we found the wild strawberry in great abundance. There were also currant trees of the black kind, and gooseberry bushes, which seemed to bear fruit only in certain parts. There is a species of raspberry of the most delicious flavour, and far superior to any fruit of that kind we had ever before tasted. It grows on a larger bush than our European raspberry, and is free from thorns; but the fruit itself is so delicate, that a shower of rain washes it entirely away. There is also a small red fruit, not unlike in size, shape and taste, to our currant, which grew on trees of a considerable size, in the greatest abundance. It is a favourite food of the natives, and during the months of July and August, the chief employment was to gather it, and a species of blackberry, both red and white, but very much superior to our wild fruit of that kind, both in size and flavour.

The quantities of berry fruits that the natives brought us, proved their extreme plenty. To us they were a very salutary as well as pleasant addition to our table, and the sailors sat down every day to a pudding made of them. We also preserved several small casks of the red fruit with sugar, which lasted several months, and were very serviceable to us at sea.

Wild leeks grow every where in the greatest profusion; and the esculent roots are in great variety, some of which have a taste similar to the sea spinnage. When, however, they could not be procured, the tops of the young nettle proved an excellent succedaneum. Of these the natives are immoderately fond; after having stripped the younger plants of a thin coat, they eat them in their raw state.

Towards



1788. Towards the water-side we observed great quantities of wild wheat,  
SEPTEMBER. or goose-grass. We every where found in the woods wild roses and sweet-briar, which perfumed the air. We saw also the anthericum that bears the orange-flower, and many other kinds of plants, which our ignorance in the botanic science prevents us from enumerating or attempting to describe. Indeed, the constant employment which our commercial concerns required of us, was wholly unfavourable to the researches of natural philosophy; but we have every reason to believe that any one of botanical experience, who should visit this coast in the summer season, would add to the stock of his knowledge in this useful and delightful science.

The quadrupeds which we had an opportunity of seeing, were very few;—they were deer, racoons, martens, squirrels and foxes. The deer which we received as presents from the chiefs were very small, but we have seen others in their possession of the moose kind, extremely large, with branching horns. We believe, however, that the latter were not in great plenty: indeed in all our excursions we never were so successful as to bring one home, though we had seen and wounded them.

The foxes are very common, and differ much in size and colour; some are yellow, with a long, soft, and very beautiful fur: others are of a dirty red; and a third sort of a kind of ash colour.

The marten bears a strong resemblance to that of Canada, particularly as to size and shape; but it is not so black, nor is its skin so valuable as those brought from that country. There is also another species of them here, whose hair is so very coarse as to be in little or no estimation with the natives.

The ermine is very scarce; and those of this animal which we saw, were rather of a yellowish colour, and possessing, in no degree, that beautiful whiteness which makes them so estimable in the countries of Europe. 1788. SEPTEMBER.

Neither racoons or squirrels appeared to be in great plenty; the former are tame like those of Eastern America, and the latter are smaller than our European squirrel, but not of so bright a colour.

During the time we remained on the coast, we saw but two beaver skins; but they were the richest specimens of that fur which we ever remember to have seen.

The natives made frequent mention of bears, of which they gave us to understand there were great numbers in the forests, of a very fierce nature, and with whom they sometimes had terrible battles; but we were never so fortunate as to see one of them; and though some of our people went out occasionally a bear hunting, they always returned without the gratification even of having seen their game.

Our knowledge did not extend further than to the above animals, though it is more than probable, that there are many other kinds of them who inhabit the forests of this country:—Indeed, we saw skins which served for the dress, ornament, or armour of the natives, that must have belonged to animals which we had not seen. Though these might be got in bartering with those tribes who may be supposed to inhabit the interior parts of the country.

The mountain sheep, though inhabitants of the Northern part of the coast, do not extend themselves so far to the Southward as the district of Nootka; at least we never saw their fleece or their horns,

1788. which are in such universal use with the Indians of Prince William's  
SEPTEMBER. Sound and Cook's River.

The sea coasts of this country abound with numerous marine animals; such as whales, both of the bone and spermaceti kind; thrashers, grampusses, porpoises, both black and white, seals, sea-lions, sea-cows, the river-otter, and above all, the sea-otter.

During the summer, when employed in navigating the coast, we saw great numbers of whales, and were sometimes witnesses to dreadful battles between them, the sword-fish and the thrasher, who filled the air with the noise of their combats. The natives, in hunting the whale, prefer those small ones with hunches on their backs, as being the most easy to kill. They pursue also the sea-lion and the sea-cow for the same reason. The vast number of seals which are every where seen, render them an easy prey to the natives, who consider them as delicious food. Their skins are of a silvery colour, spotted with black, and covered with a coarse hair.

The flesh of the sea-cow and sea-lion are esteemed peculiar delicacies, and are even preferred to the whale; but are very scarce to the Southward.—More to the North they are found in great plenty.

The number of these animals which are destroyed by the natives for food, must be very considerable: the grampus and porpoise seem, in some degree, to escape this general destruction, being considered as inferior, both in point of usefulness or luxury. But abundant as the whales may be in the vicinity of Nootka, they bear no comparison to the numbers seen on the Northern part of the coast: indeed the generality of these huge marine animals delight in the frozen climates.

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The sea-otter we believe to be an inhabitant of every part of the North Western Coast of America, from the latitude of 30° North to 60° North. Their fur is the finest in the world; it possesses a jetty blackness, and is of exceeding beauty. The peculiar warmth it affords, renders it a most valuable clothing in the colder climates; but considered in an ornamental view, it has a rich and magnificent appearance, and, under a certain arrangement, may vie even with the royal ermine.

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The ocean bordering on the American coast is not the exclusive habitation of the sea-otter:—that animal frequents the coast of Japan and that of China, particularly in the Yellow Sea, and the neighbourhood of Corea; but we have never heard that they are found farther to the Southward. They, indeed, delight in, as they seemed to be formed for, cold climates, and are wonderfully clad to resist the severity of the coldest region. There are, however, particular places to which they never fail to resort in great numbers, as is supposed, on account of the shoals of fish which frequent them, and are the food of the otter.

This animal, like the river-otter, is of an amphibious nature; but their peculiar element is the sea. They are sometimes seen many leagues from land, sleeping on their backs, on the surface of the water, with their young ones reclining on their breast. As the cubs are incapable of swimming till they are several months old, the mother must have some curious method of carrying them out to sea, and returning them to their hiding places on shore, or in the cavities of rocks that project into the sea: indeed, they are known to sleep with their young on their breast, and to swim with them on their back; but if they should be unfortunately overtaken by the hunters, the dam and her brood always die together:—She will not leave her young ones in the moment of danger, and therefore shares their fate.

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From the formation of their lungs they are unable to remain under water longer than two minutes, when they are forced to rise to the surface for respiration; and it is this circumstance which gives their pursuers such advantage over them;—though the wonderful swiftness with which they swim, very often baffles the utmost attention and skill of the hunter.

Nature has furnished this creature with powerful weapons of offence and destruction. Its fore-paws are like those of the river-otter, but of much larger size, and greater strength:—its hind-feet are skirted with a membrane, on which, as well as on the fore-feet, there grows a thick and coarse hair:—its mouth contains most formidable rows of teeth, superior to any other marine carnivorous animal except the shark.

The fur varies in beauty according to the different gradations of life.—The young cubs of a few months old, are covered with a long, coarse, white hair, which protects the fine down that lies beneath it.—The natives often pluck off this coarse hair, when the lower fur appears of a beautiful brown colour and velvet appearance. As they encrease in age this long hair falls off, and the fur becomes blackish, but still remains short.—When the animal is full grown, it becomes of a jet black, and encreases in beauty; the fur then thickens, and is thinly sprinkled with white hairs.—When they are past their state of perfection, and verge towards old age, their skin changes into a dark-brown, dingy colour, and, of course, proportionably diminishes in value.

This is the best account we could obtain of this curious and valuable animal; for it would be impossible for us to describe, with any degree of satisfaction, the different kinds of otter skins brought to us for sale.—The great variety of colour, from a chestnut brown to a jet black, which

we observed in them, makes it difficult for us to ascertain the precise period of their lives when they have arrived at perfection. At first we really supposed them to be the skins of different animals, or of various species of the same animal:—but we afterwards discovered what we have already stated concerning the advancement of them to beauty; and perhaps other circumstances may combine to hasten, or retard the period of their most perfect state.—We are disposed to imagine that they undergo an annual change in their fur, either by shedding the old, or acquiring new; and that their skins are considerably affected by the different seasons of the year.—We observed that the skins of the otters killed during the winter, were of a more beautiful black, and, in every respect, more perfect than those which were taken in the summer or autumn.

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The Chinese, who must be considered as the best judges of these skins, class them under eight or ten denominations, and affix to each a proportionate value, concerning which they would never suffer us, in our bargains with them, to intrude an opinion.—As furriers, they held us, and perhaps with some reason, in very low estimation.

The male otter is, beyond all comparison, more beautiful than the female, and is distinguished by the superior jetty colour, as well as velvet appearance of his skin; whereas the head, throat and belly of the female, is not only covered with a fur that is white, but which is also of a very coarse texture. The skins in the highest estimation, are those which have the belly and throat plentifully interspersed with a kind of brilliant silver hairs, while the body is covered with a thick black fur, of extreme fineness, and a silky gloss.—Indeed in this state, the fur of the sea otter is, taken in all its circumstances, superior for cloathing, to that of any other animal in the world.



1788. It is however said in China, that the skins of this animal taken  
SEPTEMBER. in the Corean and Japan seas, are superior to those of Russia or the North  
Western Coast of America.

The abundance of these animals, which frequent every part of the American coast, occasion their being caught without much difficulty by the natives; who not only owe the magnificence of their appearance, as well as a most comfortable protection against the severity of their winters, to the skin of the sea-otter, but also find in its flesh what they consider as most delicious food.

It differs from the river otter, or capucca, as called by the people of Nootka, and which is the same as that of Canada: in its form, size, and fur, it is far superior.

The species of birds which frequent the American shore are very confined:—We observed the crow, the magpie, the thrush, the woodpecker, the wren, the king-fisher, the common land-lark, the plover, the hawk, and the white-headed eagle. The wood-pigeon was also sometimes, but very rarely seen.

The aquatic fowls were far more numerous; and consisted of the common sea-gulls and shags; many kinds of ducks and divers; the sea-parrot, and many others, of which we knew not the names.

Vast quantities of fish are to be found, both on the coast and in the sounds or harbours.—Among these are the halibut, herring, sardine, silver-bream, salmon, trout, cod, elephant-fish, shark, dog-fish, cuttle-fish, great variety of rock-fish, &c. All of which we have seen in the possession of the natives, or have been caught by ourselves. There are, probably,

bly, a great abundance of other kinds, which are not to be taken by the hook, the only method of taking fish with which the natives are acquainted, and we had neither trawls or nets.

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In the spring, the herrings as well as the sardines, frequent the coast in vast shoals. The herring is from seven to eight inches long, and, in general, smaller than those taken in the British seas. The sardine resembles that of Portugal, and is very delicious: they are here taken by the people in prodigious quantities.—They first drive the shoals into the small coves, or shallow waters, when a certain number of men in canoes, keep plashing the water, while others sink branches of the pine with stones; the fish are then easily taken out with wooden troughs or wicker baskets. We have sometimes seen such numbers of them, that a whole village has not been able to cleanse them before they began to grow putrid. After being cleaned, they are placed on rods, and hung in rows, at a certain distance, over their fires, that they may be smoked; and when they are sufficiently dried, they are carefully packed up in mats, and laid by as a part, and a very considerable part, of their winter's provision. The season for taking these fish is in the months of July and August. Certain people, at this time, are stationed on particular eminencies, to look for the arrival of the shoals, which can be very readily distinguished by the particular motion of the sea. The natives then embark in their canoes to proceed in their fishery. The sardine is preferred by them to every other kind of fish, except the salmon.

In the months of July, August, and September, salmon are taken, though not in so great abundance as the other fish, but are of a very delicate flavour. They are split, dried, and packed up, as has already been described, and are considered as a great delicacy. The salmon  
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1788. of the district of Nootka are very different from those found to the  
SEPTEMBER. Northward, which are of an inferior kind, and of the same species with those taken at Kamtschatka.

During our stay in King George's Sound, we saw very few sharks or halibut; but the cod taken by the natives were of the best quality:— they are also prepared, like the rest, for the purpose of winter stores.

We saw the red snapper here, but it was very uncommon; and we now and then observed the large cuttle-fish, which the natives eat with great relish in its raw state.

The muscles are of a very large size, and filled with a small, seedy pearl, about the size of a pin's head, very ill-shaped, and by no means transparent. We saw also sea-ears, cockles, limpets, star-fish, and many other marine productions in great abundance. The small sea-crabs have a very delicate flavour, and are in great plenty.

The reptiles of this country are confined, at least as far as our knowledge extends, to a small brown snake, about eighteen inches in length, which fled on hearing the least noise. In our frequent visits to the woods we saw no other; so that they may be traversed without the least fear of meeting with those dangers from poisonous animals of the reptile kind, which infest the Eastern side of America. There are however, great quantities of musquitoes, which prove a severe inconvenience to the natives. We saw butterflies of various kinds, and some of uncommon size and beauty. The bee, common fly, and various species of moths, were in great numbers, and composed all that we recollect to have seen of the insect tribe on the North West Coast of America.



Of the minerals of this country, we can only judge from the different kinds of ore which we saw in the possession of the natives; and from those specimens, we are disposed to consider them of the most valuable kind.

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The pure malleable lumps of copper ore seen in the possession of the natives, convince us that there are mines of this metal in the vicinity of this part of the Western coast. We once saw a piece of it, which appeared to weigh about a pound, through which an hole had been perforated sufficiently large for an handle to pass, in order to make a kind of hammer. On enquiring of the man in whose possession it was, from whence he procured it, he made us understand that he had received it in barter from some of the native people who lived more to the Northward.—We had also occasionally seen necklaces and a sort of bracelets worn on the wrist, which were of the purest ore, and to all appearance had never been in the possession of an European.

The natives make a kind of coarse red ochre, for the purpose of painting themselves, but more particularly their faces, which very probably contains metalline particles; we also observed that they employed a black pigment, which they use to paint their bodies. Over the latter they strew a glittering sand, which was very much esteemed by them; and from its appearance, our sailors, at first, took it for gold. It was collected from a bed of rock of a whitish colour, at the bottom of a rivulet; it ran in veins, possessed a shining quality, and was of a gold colour. On breaking a piece of the rock, these shining particles vanished, and what remained, was black and flaky; which, however, on being reduced to powder, resumed the brilliant appearance we have mentioned, and formed the proudest ornament of the Nootkan inhabitants. Sir Francis Drake speaks of this shining sand in his account of New Albion.

But

1788: But we are not sufficiently skilled in mineralogy, to justify our offering  
SEPTEMBER. any observations concerning it.

We also saw several octangular pieces of rock chrystal, perfectly transparent, and worn by the natives as ornaments about their neck.— They generally had about them a small piece of Muscovy glass, which they held in high estimation.

The imperfect knowledge we have yet obtained of this country, must render all conjecture vain as to its mineral possessions. The Spaniards, however, who have the keenest scent of any people for those riches which are contained in the bowels of the earth, in the month of August, 1789, opened a mine in an island, called Hog Island, which is situated in the harbour of Friendly Cove, in King George's Sound. Their miners were kept constantly at work, and no one but themselves suffered to approach the island, except the soldiers ordered to guard it.

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## C H A P. XXIII.

*The Persons of the Inhabitants described.—The Manner in which they treat their Infant Children.—Their Aversion to Beards.—Dresses, Male and Female.—Various Kinds of them.—Their Masks, and the Uses of them.—Disposition and Temper of the Natives.—An horrid Custom of killing a Slave every Month, for the Purpose of eating him.—The Ceremonies used on this Occasion.—The Circumstance which led to the Discovery of this cruel Practice, &c.*

THE people of the Nootkan nation are, in general, robust and well proportioned;—their faces are large and full, their cheeks high and prominent, with small black eyes;—their noses are broad and flat; their lips thick; and they have, generally, very fine teeth, and of the most brilliant whiteness.

The manner in which the children of Nootka are treated when young, is not more extraordinary from its strange, and, as it should appear, total inutility, as from its agreement with the customs of the Chinese and Tartars, to whom this practice gives these people a considerable resemblance. The head of the infant is bound by the mother with a kind of fillet of several folds, as low down as the eyes, in order to give it a certain form, which, at this tender age, it is capable of receiving. It might be supposed that such a tight drawn ligature must cause considerable pain to the child; but we never observed that any of the infants



1788. in such a state of preparation for sugar-loaf heads, suffered any visible  
SEPTEMBER. pain or inconvenience.

Though the custom of compressing the head in this manner, gives them an unpleasant appearance, by drawing up the eye-brows, and sometimes producing the disagreeable effect of squinting, as well as of flattening the nose and distending the nostrils, they are by no means an ill-looking race of people. They have also the custom, which is known to prevail in so many Indian nations, of plucking out the beard by the roots, on its first appearance; and, as it continues to sprout, to keep it down by the same practice. It is one of the domestic employments assigned to their wives to watch this appearance of manhood, and to eradicate the hairs as they come forth; which they do in a very dexterous manner with their fingers, and without giving the least pain in the operation.—Some of them, however, though we saw but very few of this disposition, when they advance in years, and become infirm, suffer their beards to grow without interruption.—But, notwithstanding they have so great an aversion to the hair of their chin, that of the head is an object of their attentive vanity.—It is strong, black and glossy, grows to a considerable length, and is either tied in a kind of knot on the top of their heads, or suffered to hang down their backs in flowing negligence.

In their exterior form they have not the symmetry or elegance which is found in many other Indian nations.—Their limbs, though stout and athletic, are crooked and ill-shaped; their skin, when cleansed of filth and ochre, is white, and we have seen some of the women, when in a state of cleanliness,—which, however, was by no means a common sight, and obtained with difficulty,—who not only possessed the fair complexion of Europe, but features that would have attracted notice for their delicacy and beauty, in those parts of the world where the qualities of the human form

form are best understood. But these examples of beauty are by no means numerous among the women of Nootka, who are calculated rather to disgust than to charm an European beholder. Their hair, like that of the men, is black; their eyes are of the same colour;—and, in their exterior appearance, they are not to be immediately distinguished from the men. In their characters they are reserved and chaste; and examples of loose and immodest conduct were very rare among them. There were women in Saint George's Sound, whom no offers could tempt to meretricious submissions.

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The principal dress of the men is either composed of the skin of the sea-otter, or consists of a kind of flaxen garment, made by the women from the bark of a tree and the filament of a nettle, prepared in a particular manner. The skin of the bear, the racoon, or other animals, are sometimes worn, according to the caprices of fancy, or the temperature of the weather.

The otter vestment is composed of two large skins sewed on one side, which form a covering from the neck to the ankles; it passes under the left arm, and is tied over the right shoulder by a leathern thong fastened to the skins, leaving both arms entirely free from any kind of restraint. This garment, in its form and folds, is far from being ungraceful; and, when aided by the richness of the fur, wants nothing but cleanliness to make it a vestment of the most pleasing description.

They have also another garment, made from the inner bark of the pine-tree and the filaments of the nettle.—These are steeped for some time in urine; and having been well beaten, they are separated into threads, which is a matter of no great skill. A certain quantity of these threads joined together, form one of the stronger thongs, a number of

1788. which are prepared twice the length of the garment, and laid double  
SEPTEMBER. across a long stick; when they are readily platted into the kinds of mat of which this article of the Nootkan dress is made. The women are very expert at this business, which is one of their principal employments.— This garment, from its close contexture, is warm, and, when new and clean, is rather of an elegant appearance, especially when its edges are trimmed with a narrow fringe of the sea-otter's skin; but the filth of the houses, and the personal nastiness of the people, almost immediately soils, and of course destroys its beauty: the natives call it a *cofsack*, and wear it in the same manner as their dresses of skin and fur.

The cap which they use as a covering for their head, is of a conic form, made of matting, and of so close a texture as to be capable of holding water. It is ornamented with painted representations of birds and other animals, and fastened by a leathern thong, tied beneath the chin. There is, without doubt, a very great convenience in this part of their dress, but it is by no means calculated to add to the grace or fierceness of their appearance.

Their faces are generally painted with a sort of red ochre: in visits of ceremony every part of their body is bedaubed with it, which makes them of a reddish hue, and disagreeable appearance; and being mixed with train-oil, with which they previously anoint themselves, is accompanied with a rancid smell. In this fashion of painting themselves they adopt various modes, which, as it appeared to us, they appropriate to certain occasions. When they go on a war expedition, black is a prevalent colour, laid on in streaks, on a white ground; we have sometimes also seen them painted entirely white; and, at other times, of a bright red, over which they strewed a shining sand, which has been already described.

But



But in whatever fashion they thought proper to colour themselves, they appeared to us equally disgusting ; it was, if we may use the expression, when they were in deshabille, that they appeared to the greatest advantage.

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The ears of the men are universally perforated. Some of these have several holes, in which they fix small leathern thongs, strung either with porcupines quills, small pieces of copper, or any other ornament they could procure from us. But buttons, when they could be obtained, supplanted all other articles, and we have sometimes seen their ears drawn down almost to their shoulders by the weight of them. The septum, or that part of the nose which divides the nostrils, is also sometimes perforated, from whence pieces of copper, iron or tin, shaped in various ways, are suspended.—They wear also, round their wrists, a kind of bracelet, made of metal, or of leather strung with shells, and sometimes of a number of simple thongs of leather. They apply the same kind of ornament to their ancles ; but with a greater number of thongs, and a proportionable encrease in the size of the beads or other decorations.

The dress of the women very materially differs from that of the men ; and is calculated, with great modesty, to prevent that personal exposure which accompanies the dress of the other sex. They are never suffered to wear the sea-otter skin, or furs of any kind, as far as we could observe. — Their dresses are made of mats, manufactured by themselves, in the form of a shift, without sleeves, which falls down to the ancle. A kind of mantle, with a hole in the middle, passes over their head, and is contrived to cover their arms without restraining their motion ; though it very seldom happens that in any of their employments more than half the arm becomes visible. A cap of the same kind as that of the men, compleats their dress. Their long  
black

1788. black hair hangs down their back ; but they are not allowed to employ  
SEPTEMBER. any other paint but of a red colour, which, however, they use in great profusion. We observed very few of them who were adorned with the nose or ear decorations.

But these are the dresses of peace ;—the people of Nootka have another for war, and is admirably contrived to answer the purpose for which it is put on. It consists of a thick leathern frock or doublet, made from the skin of the elk, cut into a fringe at the sides and neck, and adorned on the other parts with tassels of leather : it reaches from the neck to the heels, and is painted with various devices. This garment is sufficiently strong to resist the arrows or even the spears of their enemies, as by hanging loose it yields to the force, and checks the progress both of one and the other. It may, therefore, be considered as a very complete defensive armour. This dress is accompanied with a mask representing the head of some animal ; it is made of wood, with the eyes, teeth, &c. and is a work of considerable ingenuity. Of these masks they have a great variety, which are applicable to certain circumstances and occasions. Those, for example, which represent the head of the otter, or any other marine animals, are used only when they go to hunt them.—In their war expeditions, but at no other time, they cover the whole of their dress with large bear-skins. They also adorn their heads with feathers and the down of birds,—a custom which they rigidly observe in their first approach to strangers.

When we first saw them dressed in this manner, their ferocious appearance was rather alarming, but this singular mode of disguising themselves, lost its deformity by a familiar intercourse, and being continually in the habit of observing the character of this inoffensive people. When sitting in their houses and conversing with their families, they lost all that

air of ferocity which they derived from the dress we have just described.— They were, in general, courteous to us, and affable to each other; and they seemed to entertain something like a very correct notion of right and wrong; being confident when acting with rectitude, and diffident when doing any thing under an opposite influence: for I do not recollect a single instance, where the reproach we made them on any detection, was not attended with the most evident sense of shame. It would not, perhaps, be the best ground to form a judgment of their real character by their immediate conduct to us, as that might take its shape from the fear of our power, or the hope of our favour. But in their demeanour to each other, we frequently saw those attentions, and discovered those friendly dispositions which leave no doubt as to the amiable qualities they possess. On the other hand, their sanguinary appetites and cannibal propensities were but too evident; so that we were divided between our regard and abhorrence of the Nootkan people.

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Callicum and Hanapa both declared their aversion to the practice of eating human flesh; at the same time they acknowledged it existed among them, and that Maquilla was so much attached to this detestable banquet, as to kill a slave every moon, to gratify his unnatural appetite.— These chiefs, with every look and expression of abhorrence, gave us the following account of this bloody ceremony.

The number of Maquilla's slaves were very considerable, not only at Nootka, but in other parts of his territories. And when the fatal day arrived which was to be celebrated by the feast of an human victim, a certain number of these slaves were assembled in the house of the sovereign chief, who selected the object to be eaten by him and his guests, in the following curious manner:—The inferior chiefs who were invited to partake of the approaching banquet, performed the ceremonies



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monies which were appointed to precede it:—these consist of singing the war song, dancing round the fire, and fomenting the flames, by throwing oil into them. A bandage is then tied over the eyes of Maquilla, who in this blindfold state is to seize a slave. His activity in the pursuit, with the alarms and exertions of these unhappy wretches in avoiding it, form another part of this inhuman business. But it is seldom a work of delay,—some one of these slaves is soon caught,—death instantly follows,—the devoted carcass is immediately cut in pieces, and its reeking portions distributed to the guests: when an universal shout of those who have escaped, declares the joy of their deliverance.

We were not by any means disposed to give credit to this extraordinary action, and rather imagined that it was invented to injure Maquilla in our opinion; for when we recollected that the pillow of Callicum was filled with human skulls, we could not but suspect if the former was a cannibal, that the latter was also of the same description. Our subsequent enquiries, however, confirmed all that Callicum had asserted;—and many of the natives assured us that he was an honourable exception to the general disposition of the Nootkan people to human flesh. The skulls on which he reposed might, indeed, be the remains of his ancestors; or, which is more probable, the trophies of his prowess, and preserved by him to record his valour; as standards taken from an enemy, in the wars of polished nations, are hung up as ensigns of their glory, in the public places of their metropolitan cities.

A circumstance however took place very soon after we had received the information we have just related, which induced Maquilla himself to confirm the truth of this cruel history, and to name even the very time when the last scene of his tragic gluttony was acted by him.

It

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It so happened that the chief, in ascending the side of the ship, by some untoward accident received an hurt in his leg. Orders were immediately given to the surgeon to do what was necessary on the occasion; and when he was about to apply a plaister to the wound, Maquilla absolutely refused to suffer the application, but sucked himself the blood which flowed freely from it: and when we expressed our astonishment and disgust at his conduct, he replied, by licking his lips, patting his belly, and exclaiming *cloosh, cloosh*; or good, good. Nor did he now hesitate to confess that he eat human flesh, and to express the delight he took in banqueting on his fellow creatures. Nay, he not only avowed the practice of which he had been accused, but informed us, as we stood shuddering at the story, that, a very short time before, the ceremony of killing and eating a slave had taken place even in Friendly Cove. We terrified him however into a promise, that no such barbarity should be again practised by himself, or any others in his territories; and gave him to understand, with the most determined tone and look we could assume, that he himself should not long survive another repetition of it.

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## C H A P. XXIV.

*Employments of the Men of Nootka.—They consist, in general, of hunting different Marine and Land Animals.—Killing the Whale, &c. described.—Method of hunting the Sea-Otter, the Seal, &c.—Their more domestic Occupations.—Making Implements for Fishing and War.—Their Canoes:—A Description of them.—A particular Manner of Fishing.—Employments of the Women.—Manner of collecting and preserving the Roes of Fish.—The Disposition of the People to War.—The Custom of exchanging their Women.—Their Religion, &c. &c.*

THE occupations of the men on this coast were such as arose from their particular situation. Fishing, and hunting the land or larger marine animals, either for food or furs, form their principal employments.—The common business of fishing for ordinary sustenance is carried on by slaves, or the lower class of people:—While the more noble occupation of killing the whale and hunting the sea-otter, is followed by none but the chiefs and warriors.

Their dexterity in killing the whale is not easily described, and the facility with which they convey so huge a creature to their habitations is no less remarkable. When it is determined to engage in whale-hunting, which the most stormy weather does not prevent, the chief prepares himself, with no common ceremony, for this noble diversion.—He is clothed

on



on the occasion in the sea-otter's skin; his body is besmeared with oil, and daubed with red ochre; and he is accompanied by the most brave, active, and vigorous people in his service.

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The canoes employed on this occasion are of a size between their war canoes and those they use on ordinary occasions; they are admirably well adapted to the purpose, and are capable of holding, conveniently, eighteen or twenty men.

The harpoons which they use to strike the whale or any other sea-animal, except the otter, are contrived with no common skill. The shaft is from eighteen to twenty-eight feet in length; at the end whereof is fixed a large piece of bone, cut in notches, which being spliced to the shaft, serves as a secure hold for the harpoon, which is fastened to it with thongs.—The harpoon is of an oval form, and rendered extremely sharp at the sides as well as the point;—it is made out of a large muscle-shell, and is fixed into another piece of bone, about three inches long, and to which a line is fastened made of the sinews of certain beasts, of several fathoms in length; this is again attached to the shaft; so that when the fish is pierced, the shaft floats on the water by means of seal-skins filled with wind, or the ventilated bladders of fish, which are securely attached to it.

The chief himself is the principal harpooner, and is the first that strikes the whale.—He is attended by several canoes of the same size as his own, filled with people armed with harpoons, to be employed as occasion may require. When the huge fish feels the smart of the first weapon, he instantly dives, and carries the shaft with all its bladders along with him. The boats immediately follow his wake, and as he rises, continue to fix their weapons in him, till he finds it impossible for him to sink,

1788. from the number of floating buoys which are now attached to his body.  
SEPTEMBER. The whale then drowns, and is towed on shore with great noise and rejoicings. It is then immediately cut up, when part is dedicated to the feast which concludes the day, and the remainder divided among those who have shared in the dangers and glory of it.

The taking of the sea-otter is attended with far greater hazard as well as trouble. For this purpose two very small canoes are prepared, in each of which are two expert hunters. The instruments they employ on this occasion are bows and arrows, and a small harpoon. The latter differs, in some degree, from that which they use in hunting the whale; the shaft is much the same, and is pointed with bone; but the harpoon itself is of a greater length, and so notched and barbed, that when it has once entered the flesh, it is almost impossible to extricate it. This is attached to the shaft by several fathoms of line of sufficient strength to drag the otter to the boat. The arrows are small, and pointed with bone, formed into a single barb. Thus equipped, the hunters proceed among the rocks in search of their prey. Sometimes they surprise him sleeping on his back, on the surface of the water; and, if they can get near the animal without awakening him, which requires infinite precaution, he is easily harpooned and dragged to the boat, when a fierce battle very often ensues between the otter and the hunters, who are frequently wounded by the claws and teeth of the animal. The more common mode, however, of taking him is by pursuit, which is sometimes continued for several hours.—As he cannot remain under water but for a very short time, the skill in this chase consists in directing the canoes in the same line that the otter takes when under the water, at which time he swims with a degree of celerity that greatly exceeds that of his pursuers. They therefore separate, in order to have the better chance of wounding him with their arrows at the

moment he rises; though it often happens that this wary and cunning animal escapes from the danger which furrounds him.

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It has been observed, in the account already given of the otter, that when they are overtaken with their young ones, the parental affection supercedes all sense of danger; and both the male and female defend their offspring with the most furious courage, tearing out the arrows and harpoons fixed in them with their teeth, and oftentimes even attacking the canoes. On these occasions, however, they and their litter never fail of yielding to the power of the hunters. The difficulty of taking the otter might indeed occasion some degree of surprise at the number of the skins which the natives appear to have in use, and for the purposes of trade. But the circumstance may be easily accounted for, by the constant exercise of this advantageous occupation: scarce a day passes, but numbers are eagerly employed in the pursuit of it.

The seal is also an animal very difficult to take, on account of its being able to remain under water. Artifices are therefore made use of to decoy him within reach of the boats; and this is done in general by the means of masks of wood made in so exact a resemblance of nature, that the animal takes it for one of his own species, and falls a prey to the deception. On such occasions, some of the natives put on these masks, and hiding their bodies with branches of trees as they lie among the rocks, the seals are tempted to approach so near the spot, as to put it in the power of the natives to pierce them with their arrows. Similar artifices are employed against the sea-cow, &c. The otters, as well as some of the land animals, are, we believe, occasionally taken in the same manner.

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1788. The very preparation for the business of hunting and fishing, requires no small portion of domestic employment. Their harpoons, lines, fish-hooks, bows and arrows, and other implements necessary in the different pursuits of peace and war, must make a very great demand upon their time. Besides, they contrived to forge the metals they received from us into various ornaments, after their fashion, for their favourite wives or mistresses. In these domestic operations the boys were always made to give their assistance, and learn to form the materials with which they were hereafter to gain their sustenance and their glory.

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The ingenuity of these people in all the different arts that is necessary to their support and their pleasure, is matter of just admiration to the more cultivated parts of the globe. Nature, that fond and bounteous parent to her children of every kind, has left none of them without those means which are capable of producing the relative happiness of all. But the most laborious, as well as most curious employment in which we saw the natives of Nootka engaged, (for we had no opportunity of seeing them construct one of their enormous houses,) was the making their canoes; which was a work of no common skill and ability. These boats are, many of them, capable of containing from fifteen to thirty men, with ease and convenience; and at the same time are elegantly moulded and highly finished; and this curious work is accomplished with utensils of stone made by themselves.

They even manufactured tools from the iron which they obtained from us; and it was very seldom that we could persuade them to make use of any of our utensils in preference to their own, except the saw, whose obvious power in diminishing their labour, led them to adopt it without hesitation. In particular, they contrived to forge  
from

from the iron they procured of us, a kind of tool, which answered the purpose of hollowing out large trees much better than any utensil we could give them. This business they accomplished by main strength, with a flat stone by way of anvil, and a round one which served the purpose of an hammer; and with these instruments they shaped the iron from the fire into a tool bearing some resemblance to a cooper's adze, which they fastened to an handle of wood with cords made of sinews; and being sharpened at the end, was extremely well adapted to the uses for which it was intended.

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Their large war canoes were generally finished on the spot where the trees grew of which they are made; and then dragged to the water-side. We have seen some of them which were fifty-three feet in length, and eight feet in breadth. The middle part of these boats is the broadest, and gradually narrows to a point at each end; but their head or prow is generally much higher than the stern.

As their bottoms are rounded and their sides flared out, they have consequently sufficient bearings, and swim firmly in the water. They have no seats, but several pieces of wood, about three inches in diameter, are fixed across them, to keep the sides firm, and preserve them from being warped. The rowers generally sit on their hams, but sometimes they make use of a kind of small stool, which is a great relief to them. In the act of embarking they are extremely cautious, each man regularly taking the station to which he has been accustomed. Some of these canoes are polished and painted, or curiously studded with human teeth, particularly on the stern and the prow. The sides were sometimes adorned with the figure of a dragon with a long tail, of much the same form as we see on the porcelain of China, and in the fanciful paintings of our own country. We were much struck with this circumstance, and took some pains.

1788. pains to get at the history of it ; but it was among many other of our  
SEPTEMBER. enquiries to which we could not obtain any satisfactory answer.

After we had been some time in King George's Sound, the natives began to make use of sails made of mats, in imitation of ours. We had, indeed, rigged one of Hanna's large canoes for him, with a pendant, &c. &c. of which he was proud beyond measure ; and he never approached the ship but he hoisted his pendant, to the very great diversion of our seamen.

The paddles are nicely shaped and well polished with fish-skin : they are about five feet six inches in length ; and the blade, which is about two feet long, is pointed like a leaf, and the point itself is lengthened several inches, and is about one broad. At the end of the handle there is a transverse piece of wood like the top of a crutch. These paddles the natives use in a most dextrous manner, and urge on the canoes with inconceivable swiftness.

In no one circumstance of their different occupations do the natives of Nootka discover more dexterity than in that of fishing. They however always preferred their own hooks, which were made from shells, or the bone of fish, to ours ; nor indeed would they ever make use of the latter ; but our lines they considered as very superior to those of their own manufacture. These are made from the sinews of the whale, which furnishes them with the materials of all their different cordage,—or from sea-weed, which grows on the coast in great abundance. This is split, boiled, and dried, when it forms a very tough and strong line.

But besides the common practice of angling, they have a very particular method of taking herrings, sardines, &c. This is managed with a stick or pole about eighteen feet long, with a blade of twelve or fourteen  
teen



teen inches broad, and six feet long, on both sides of which are fixed a number of sharp pieces or points of bone, about three inches in length. When the shoal of fish appears, they strike this instrument into the water, and seldom fail of bringing up three or four fish at every stroke.— We have often seen a small canoe nearly filled with herrings, &c. in a very short time, by this easy method of fishing.

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But, although these people are so dextrous in their various employments, and so active when in a state of exertion, they are naturally of an indolent and lazy disposition; and would, in general, prefer to idle away their time in the filth of their habitations, than go forth to the honourable and distinguishing, as well as necessary, duties of killing the whale and hunting the otter. We have oftentimes seen the busy Callicum obliged to exert his compulsory power to call them from their domestic indulgence, to throw the harpoon, or let fly the arrow.

The women have also their appointed occupations. It is their department to clean the sea-otter skins, and stretch them on frames, which they perform with habitual ingenuity. Every branch of culinary science, as well as of the household œconomy, is likewise committed to them; and it is among their duties to keep watch during the night, in order to alarm the men in case of any sudden incursion of an enemy.— They not only dress the provisions for the day, but prepare the stores for winter sustenance.—The garments which have been already described as made from the bark of trees, are of female manufacture. They also collect the wild fruits and esculent plants that are found in the woods, or take the shell-fish, which are in great plenty among the rocks, or on the sea-side. When the canoes return from their little voyages, they are employed in unlading them of their cargoes, hauling them on the beach, and

1788. covering them with branches of the pine, as a protection from  
 SEPTEMBER. the weather. On all these occasions, however, the female slaves take a proportionable share of the labour. They have also their conjugal and maternal duties; nor shall we be so unjust as not to mention that the women of Nootka are tender mothers and affectionate wives: indeed we have beheld instances of fondness for their children, and regard for their husbands, which mark the influence of those sensibilities that form the chief honour of the female character among the most polished nations of the globe.

The sea is the great market to which these people resort, and where, as has already been made to appear, a vast plenty of fish of various kinds is purchased by their labour. According to the best information we could obtain, the ice on this part of the coast, seldom or never precludes them from having access to the sea: though the very precautions they use in laying up stores for winter, and the history which Mr. Mac-cay gives of the distress they suffered while he was amongst them, is an evident proof that they sometimes undergo very great hardships from want of provisions during the cold months. Whatever food is capable of being preserved, they do not fail to prepare for the colder seasons of the year. Even the spawn of fish is considered as a winter store, and collected in the following manner. In the beginning of the summer, they spread at the head of the sounds and bays, a great quantity of the branches of trees, on which the spawn of the fish naturally incrusts itself; when, at a proper period, it is stripped off and put carefully into fish bladders. This kind of caveat the natives consider as a delicacy both in its dry and raw state. The roe of the salmon is also stored up in the same manner; but they collect it from the fish itself, which is seen in autumn almost bursting with this favourite article of winter luxury. They eat it as well as all their dried fish with oil, and

without any other preparation. As it has been found necessary to mention in other parts of this volume, the different animals these people take for food,—for indeed they eat every thing, more or less, which they take,—we shall not add what might be esteemed an unnecessary repetition.

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A state of savage life is universally found to be a state of warfare; and the Nootka nations are not only in frequent hostilities with the more distant tribes, but even among themselves; particularly Wicananish and Tatootche. Stratagem and surprise form the offensive points of their military art; its defensive operations, if we may use the expression, are vigilance and precaution. Their villages, &c. therefore, are generally built in situations not easily to be attacked without danger. But they do not trust to any security of situation; for in peace as well as in war a continual watch is kept during the night by women, who, sitting round their fires, keep each other awake, by relating the battles of their nation, or recounting the prowess and gallant deeds of their husbands and their children. One man alone performs the part of sentinel on the outside of the house, where he is placed in such a manner as to hear the least noise that may be made in the woods, or on the water. — Indeed, this continual vigilance is a most essential part of their government; as among these savage people an opportunity of gaining advantage is oftentimes the signal for war; and, therefore, they can never be said to be in a state of peace: They must live in constant expectation of an enemy, and never relax from that continual preparation against those hostilities and incursions which doom the captives to slavery or to death.

The chiefs of this country have a custom which, as it appears principally to be derived from the wars of the different states with each other, may be mentioned with propriety in this place. This custom



1788. consists in yielding up their wives to, or interchanging them with, each other. A beautiful woman will sometimes occasion a war in the desarts of Nootka, as it formerly did in the fields of Troy: a woman is sometimes found necessary to sooth a conqueror, or to purchase a favourable article in a treaty. Indeed, the privileges which the chiefs possess of having as many wives as they please, may, perhaps, have arisen from an experience of the political purposes to which female charms may be applied in peace or in war.

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We could not, however, but observe, that in the whole district of Nootka, the women did not appear to bear an equal proportion to the men. To the Northward, on the contrary, the number of females greatly preponderates; a circumstance which will engage some degree of curiosity, as it is hereafter described in one of those chapters which contain the voyage of the *Iphigenia* from Samboingan to Nootka Sound.

The marriage ceremonies of these people consist of nothing more than a feast given by the friends of the parties. With what rites or forms they consign the dead to their last abode, we had no opportunity of observing. We remember to have seen small oblong boxes, which contained the dead bodies of children hanging on the branches of trees; and which, as we understood, were, after a certain time, taken down and buried; but we rather think this custom was peculiar to children, as we never saw the remains of any person of full growth in such a situation.

Of the religion of these people we have no very correct idea; but shall relate what we know of those principles which connect them with the Deity, and their present life with one that is to come. In most of their houses they have, as has already been observed, certain huge idols or  
images

1788.  
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images, to whom we never saw them pay any mark of common respect, much less of worship or adoration. These misshapen figures occupied, as it appeared, somewhat of a distinguished and appropriate place, wherever we saw them; but they seemed to have no exclusive privilege whatever, and shared the common filth of those who lived beneath the same roof with them. Indeed, we had for some time, no reason for supposing that they had an idea of a Deity, till we explained to them the cause of our suspension from labour on Sunday; and we should have quitted America in a total ignorance, as to any principle of their faith, if the son of Hanapa, a boy of very uncommon sagacity for a native of Nootka, had not unfolded to us the following very concise history of their religion; which, however, is sufficient to prove that they enjoy the common and consolatory belief of the intellectual world in a future and better state of existence.

This discovery arose from our enquiries on a subject of a very different nature.—On expressing our wish to be informed by what means they became acquainted with copper, and why it was such a peculiar object of their admiration,—this intelligent young man told us all he knew, and as we believe all that is known by his nation on the subject. Where words were wanting, or not intelligible, which frequently happened in the course of his narration, he supplied the deficiency by those expressive actions which nature or necessity seems to have communicated to people whose language is confined; and the young Nootkan discovered so much skill in conveying his ideas by signs and symbols, as to render his discourse perfectly intelligible whenever he found it necessary to have recourse to them. He related his story in the following manner:—

He first placed a certain number of sticks on the ground, at small distances from each other, to which he gave separate names. Thus he called

1788. the first his father and the next his grandfather : he then took what remain-  
SEPTEMBER. ed, and threw them all into confusion together; as much as to say that they were the general heap of his ancestors, whom he could not individually reckon. He then, pointing to this bundle, said that when they lived, an old man entered the Sound in a copper canoe, with copper paddles, and every thing else in his possession of the same metal :—That he paddled along the shore, on which all the people were assembled, to contemplate so strange a sight ; and that, having thrown one of his copper paddles on shore, he himself landed. The extraordinary stranger then told the natives, that he came from the sky,—to which the boy pointed with his hand,—that their country would one day be destroyed, when they would all be killed, and rise again to live in the place from whence he came. Our young interpreter explained this circumstance of his narrative by lying down as if he were dead ; and then, rising up suddenly, he imitated the action of soaring through the air.

He continued to inform us that the people killed the old man, and took his canoe ; and that from this event they derived their fondness for copper. He also gave us to understand that the images in their houses were intended to represent the form, and perpetuate the mission of the old man who came from the sky.

Such was the imperfect tradition which we received of what may be called the sacred history of this country, and on which the inhabitants rested the common hope of the human mind in every state and form of our nature,—that there will be an existence hereafter, beyond the reach of sublunary sorrow.

Thus have we given such an account of this people, country, and the customs of it, as occurred to our observation. We had not time, even if



we had possessed the ability, to have pursued the track of the philosopher and the naturalist. We had other objects before us; and all the knowledge we have obtained was, as it were, accidentally acquired in the pursuit of them. Of the country we had no reason to complain, and we left Nootka Sound with no small share of esteem for the inhabitants of it.

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## C H A P. XXV.

*The FELICE proceeds on her Voyage.—Alarmed at the Appearance of a Leak.—Obliged to lighten the Ship.—Arrive off Owbyhee, one of the Sandwich Islands.—Heave to in Toe-yah-yah Bay.—Receive great Quantities of Provisions.—The present State of that Island.—Present in the Name of Tianna to the Chief of it.—The FELICE leaves Owbyhee.—Improvement in salting Provisions.—Pass the Islands of Mowee, Ranai, Morotoi and Woahoo.—Arrive off Atooi; the political State of that Island.—Proceed to Oneebeow. Friendly Reception at that Place.—Large Quantity of Yams procured.—Leave a Letter with a confidential Native of this Island, for Captain Douglas.—Proceed on the Voyage.—Make the Island of Botol Tobago Xima.—Round the Rocks of Ville Rete.—Make the Coast of China.—Anchor in the Roads of Macao.*

WE now return to the progress of our voyage.—During the night after we left King George's Sound, it blew with great violence, accompanied by a very heavy, mountainous sea,—the ship labouring in a unusual manner; when at four in the morning of the 25th, we were alarmed with an account that there was four feet water in the hold; and by eight o'clock the water had not only gained on us, but was got above the ground tier of casks, which made me at first apprehend that the ship, from her excessive tumbling and rolling, had sprung a dangerous leak. The pumps had been kept constantly at work, but after some

some time, they became so choaked with the small ballast, as to be no longer in a condition to deliver their water. While the carpenters were repairing them, the crew were employed in baling the water from all the hatch-ways. We continued, however, to pursue our course under close-reefed top-sails and fore-sail, to the Southward, with the wind from the North West, which now blew a violent gale, and the ship moved heavily and slowly through the sea, from the great quantity of water in her hull.

Our alarms were very much encreased, when we found that at ten o'clock the water continued to baffle all our endeavours. In this situation, orders were given to bring the ship to, which was accordingly done under the close-reefed main top-sail on the larboard tacks. I was confident as to the state and strength of the vessel, and therefore gave orders for all the spars and booms on the lee-side of the deck to be launched overboard without delay, which was no very easy business, from their size and the rolling and tumbling of the ship: however, with the assistance of hatchets and axes, this side of the deck was effectually cleared; when the ship was wore immediately and put on the other tack, and the same operation was performed on the other side, which lasted till three o'clock, when the spars were all launched overboard, and we almost instantaneously felt a good effect, by the diminution of the water from baling, as the pumps could not be immediately repaired.

We now discovered the cause of our past danger to have arisen from the great weight of timber lodged on the deck, which, with the heavy rolling sea, had opened her seams, and given passage to so large a quantity of water. After this operation, however, she became light and buoyant, and we pursued our course with renewed spirits and confidence.

M m

Thus



1788. Thus we continued, without the intervention of any occurrence worth relating, till the 15th of October, which brought us into fine and serene weather; when being in the latitude of the East-end of the Island of Owhyhee, we bore up West, to strike the island on the parallel. Our longitude, by account, was at this time  $205^{\circ} 65'$  East of Greenwich; whereas by observation of the sun and moon, it was  $209^{\circ} 20'$ . There being such a material difference, I preferred the lunar observation.

Thursday 16 On the 16th, by fresh distances of the sun and moon, and moon and stars, we were in the longitude of  $207^{\circ} 44'$  East, and at noon the observed latitude was  $20^{\circ} 11'$  North; our distance being about thirty leagues from the island of Owhyhee.

Friday 17 At five o'clock on the morning of the 17th, to our infinite satisfaction we discovered land, bearing from East South East, to West North West, at the distance of six leagues: but it was so very hazy, that the island was imperfectly discerned: in clear weather, the high land of Owhyhee can be seen at the distance of twenty leagues.

We had, indeed, good reason to rejoice at the sight of this island, as we were greatly reduced in the article of provisions. We had given so large a portion of our stores to the *Iphigenia*, and our passage to the islands not being so quick as we had expected, the idea of that plenty, and those comforts which, as it were, waited our arrival there, filled every heart with joy and gladness.

As we approached the island of Owhyhee, a person who had never visited this part of the globe, would have seen nothing by which he could be led to suppose that it was the seat of luxurious abundance.—

The

The high, mountainous appearance of the land, and the blackness cast over it from the fog and vapour, threw such a gloom on the whole scene, as to afford no expectation of hospitality from the inhabitants, or refreshment from cultivation.

1788.  
OCTOBER.

It was too late in the evening to close in with the land; we therefore hove to for the night, at about the distance of four leagues from the shore, and waited with extreme impatience for the morning.

On the 18th, at day-break, we bore up, and proceeded under a gentle sail to close in with the land, which we accomplished about nine o'clock; when the late barren and unfriendly prospect was succeeded by a scene that might suit the fables of poetry and romantic fiction. The haziness of the morning did not obscure the varied landscape before us. The great mountain, or Mouna Kaah, which is situated on the North East part of the island, was cloathed in clouds, which seemed, as it were, to be rolling down its declivity; while its summit towered above the vapours, and presented a sublime object of nature:—from its base to the sea was a beautiful amphitheatre of villages and plantations, while the shore was crowded with people, who, from the coolness of the morning, were cloathed in their party-coloured garments. Some of them were seated on the banks to look at the ship, while others were running along the shore towards the little sandy patches where their canoes are drawn up, in order to come off to us. We now hove to in the entrance of Toe-yah-yah Bay, which is situated on the Western side of the island, and consequently defended from the violence of the trade-winds: nor was it long before a considerable number of canoes came off to the ship, with hogs, young pigs, taro-root, plantains, sugar-cane, and a few fowls.

Saturday 18

1788. It was my intention to draw the supplies of pork from this island, and then proceed to Oneeheow, to procure a sufficient quantity of yams for the remainder of our voyage. In consequence of this determination, a very brisk trade was carried on with the natives, and before night upwards of four hundred hogs were purchased. The decks were loaded, and the boats filled with them and the vegetables, which also made a part of our present traffic. Indeed, such was the profusion of these articles which were brought to us, that many of the canoes returned without being able to dispose of their cargoes.

OCTOBER.

Among the multitude which visited us on this occasion, I observed but one person of rank: he came in a double canoe paddled along by twelve men, and accompanied by his wife and two young female children. He brought very large hogs, and a large quantity of cocoa-nuts, which he ordered on board the ship, and immediately followed his present, accompanying it with the most friendly expressions and offers of further service.—We were not dilatory in making him a suitable return; and having thus won his confidence, I enquired of him concerning the present state of the island, with a view to the advantage of Tianna. He very readily informed me that old Terecobeo had been poisoned, and that his successor was Tianna's uncle. He also added, that in consequence of this revolution, a very fierce war had taken place between the inhabitants of Owhyhee and those of the island of Mowee, of which Titeeree was the reigning sovereign.

In answer to his information, I thought proper to inform him that Tianna would shortly return to Atooi in such a ship as mine, and that I had a present from him to the sovereign of Owhyhee, which I desired the chief would take upon himself to deliver, as a mark of Tianna's attachment to his uncle. By such well-timed act of regard, I hoped to

to



to perform a good office for my friend; and I have since understood that it produced effects equal to my most sanguine wishes. But in order to give certainty to my commission, I made my request and delivered the present before a great number of the natives, which was also publicly *tabooed*: this arrangement was made in order to prevent the chief from keeping the present himself, or substituting another of inferior value.

1788.  
OCTOBER.

By sunset we had purchased a sufficiency of fresh provisions to last us to China; we therefore prepared to make sail, in order to proceed to Atooi and Oneeheow: but the number of the natives, and the women in particular, were so great, not only covering the decks, where there was any room, but even clinging to the rigging, that we were under the necessity of bribing them with presents of some kind or other to procure their departure. Some of the women took to their canoes, but the greater part plunged into the sea, and swam to the shore.—The ship was no sooner cleared of its visitors, than it began to blow very fresh, when the top-sails were reefed, and we stood under an easy sail for the island of Mowee.

We now immediately set to work in killing the hogs, and salting down the meat for sea-store. We followed the mode prescribed by Captain Cook, who would deserve the gratitude of his country, of every maritime people, and of humanity at large, if his discoveries had been confined even to those improvements he made in the interior government of ships and their crews. According to his directions, we salted down several casks of the finest pork in the world, which I am convinced would have kept to any length of time that it was possible for a ship to want it. We however made some small improvement, which consisted

1788. in preserving the pork of a middle size, with the bones in it; but with the  
 OCTOBER. larger hogs we did not find an equal degree of success. For this purpose the bone must be in a great measure, but not entirely, separated from the meat, so as to permit the salt to penetrate well to those parts of the flesh which remain attached to the bone. We also found that salt alone, placed in layers, answered better than pickle; and we remarked that not only the heat of the sun was unfavourable to this operation, but that the moon possesses also a putrefying influence.

Thursday 23 Light winds prevented our reaching Atooi until the 23d at noon, when we anchored in Wymoa-bay. As we passed by the other islands, canoes continually came off to us with young pigs and sugar-canes, which gave us an opportunity of completing our stock of the latter. It was indeed fortunate that we had laid in our stores of fresh provisions at Owhyhee; as, on passing by Mowee, Ranai, Morotoi, and Woahoo, not one large hog was brought off to us:—In all probability there was not sufficient time for that purpose as the ship was passing.—At Woahoo, indeed, we understood that the hogs, for some reason or other, of which we were not informed, were at that time under the *taboo*,—a kind of religious interdiction.

We had no sooner cast anchor in Wymoa-bay than it began to blow so very strong as to prevent any canoes from coming off to the ship.—Indeed I had no other motive for stopping here but to inform Taheo, the sovereign of it, that his brother Tianna would shortly return, and to make him such presents, and take such measures as might be of service to the chief, on his arrival at his native country, which had been for some time in a state of distraction, from the tyranny of its present government

During

During the whole of this day not a canoe appeared; but in the morning of the 24th, though it continued to blow very fresh, a canoe came off with two men and a girl: they brought a small pig and some coconuts; nor was I a little surprized when the two men, on entering the ship, began to embrace my knees, and to cry out *Noota, Noota*; the name, as I have already observed, by which I was known in these islands, as well as on the American coast. They then burst into tears, and enquired after Tianna.

1788.  
OCTOBER.  
Friday 24.

From these people I learned that Taheo, growing infirm, suffered himself to be entirely governed by Abinui, who has been already mentioned in the memoir of our first voyage, and was the deadly foe of Tianna. Namaate-haw, another brother of Tianna's, and who was esteemed, after him, the bravest warrior of the Sandwich Islands, had fled with his brother's wife and children to a distant part of the island, to escape from the cruel power of Taheo; and that some part of their force was at this time in arms. It was, therefore, a very natural measure for Taheo to forbid all communication between his subjects and us, as he believed that we had brought back Tianna again; and an inhuman proscription had been published, threatening him with instant death, if he should land on that island. But notwithstanding the *taboo*, these faithful people had ventured to come off to us, in order to inform Tianna, whom they supposed to be on board our ship, of his danger.—Besides the artless manner in which these men told their story, other circumstances concurred to convince us of the truth of it. No canoes visited us, and we heard the conchs resounding from the distant hills,—a certain prelude of war.

Situated as we were, and without any other communication with the island but that which the zeal of these two men had led them to  
risque



1788.  
OCTOBER. risque from a principle of affection, we could only, by their means, inform Tianna's wife and brother of the approaching arrival of that chief, who would shortly return in a situation to support them and himself against the unnatural proceedings of their tyrannic brother, and his inhuman minister. This consolatory and encouraging intelligence they undertook to deliver, with certain presents, to Namaate-haw, and the wife of Tianna; and having received such as were provided for themselves, they took an hasty leave, and paddled swiftly to the shore.

Till the 25th at noon, we remained in expectation of receiving some intelligence from the island; when not seeing a single canoe in motion, we weighed, and proceeded to Oneeheow, where we anchored about six o'clock in the evening, nearly in the same position which we had occupied in the preceding year.

On arriving off this island we did not experience the operations of any prohibition against us; on the contrary, we were surrounded by a crowd of natives, among whom were many of our old friends, whom we perfectly recollected, so that the ship was very shortly filled with visitors of all ages and both sexes. But among several who expressed their joy to see us, and who retained the remembrance of our kindness to them, was that affectionate islander to whom some of our officers had formerly given the well-known, and I may add, honourable appellation of *Friday*; and if any of the companions of my former voyage should peruse this page, they, I am sure, will recollect with somewhat of a grateful remembrance, the friendly and faithful services of honest Friday. Those services he now repeated; indeed, on the first sight of the ship, he swam off to make an offer of them, and they proved of the utmost importance to us.

We had at this time neither bread or flour on board, and depended on procuring a quantity of yams sufficient to supply our wants during the remainder of the voyage. But as this was not the season for them, and they were too young to be dug up, we should have found it a matter of great difficulty to have obtained a sufficient quantity, if our friend Friday had not undertaken the important negotiation. We, therefore, provided him with such articles as were the most likely to forward our purposes; and, by his influence and perseverance, assisted with the bribes in his possession, he persuaded many of his friends to dig up the largest yams they could find, and bring them to market; so that we at length obtained several tons of these most necessary provisions by the morning of the 27th; and at noon we prepared to put to sea.

1788.  
OCTOBER.

Monday 27.

I am really at a loss how to describe the very marked concern, both in words and looks, that the inhabitants of this island expressed, when they were informed of our approaching departure. Friday, however, remained to the last, and with him I entrusted a letter to Captain Douglas, with the strictest injunction to deliver it into his own hands, whenever he should arrive; which commission he readily undertook, and faithfully performed, as will appear in that part of the *Iphigenia's* voyage which relates to the Sandwich Islands. The subject of this letter was to inform Captain Douglas of the political state of Atooi, and to recommend such arrangements respecting Tianna, as might tend to re-instate him in his rights, or place him where he might be secure from the menaced injuries of his unnatural brother. Nor was Friday forgotten, whose fidelity and attachment were already known to Captain Douglas, who was an officer on board my ship during our first voyage. I now presented that good fellow with such articles as I well knew would afford him the satisfaction he deserved; when, after securing them in his *maro*, which is a cloth that these people wear round their middle, he plunged

1788. into the sea; and as he swam towards the shore, from time to time  
OCTOBER. turned his head towards us, and waved one hand, while he buffeted the billows with the other.

The wind blew fresh from the East North East, when we weighed anchor, and very soon lost sight of the island of Oneeheow.

NOVEMBER. We now pursued our voyage; and nothing occurred sufficiently interesting to merit a relation, until the 16th of November, when by several  
Sunday 16 observations of the sun and moon, and the moon and stars, our longitude was  $146^{\circ} 54'$  East of Greenwich, and the observed latitude  $21^{\circ} 4'$  North. —At this time we seldom ran less than fifty leagues a day, with very moderate and pleasant weather.

Our chief occupation, independent of the necessary attention to the course of the ship, was to dry and air the skins; a certain number being every day got up, spread in the sun, and then re-packed in the casks. In performing this business, we had the satisfaction to find that very few of these furs were damaged; which fortunate circumstance we attributed to our great care in seeing them packed in dry casks, and keeping them secure from all damp.

Wednesday 19 On the 19th of November, we, for the first time, experienced some alteration in the wind. It blew strong from the West; though it did not remain long in that quarter, but veered all round the compass; when it at length settled in the Western quarter, and blew so very hard, that we were obliged to lay to. This gale split our main top-sail, and did  
Thursday 20 not subside till the following day, when it veered again to the East, and we pursued our course.



It now became a matter of very necessary attention to make preparation for those tempestuous seas which we were about to enter. The old fails were accordingly unbent, and a new suit brought to the yards; for it is well known to those who are acquainted with the navigation of the China seas, that a passage to Canton often depends on the goodness of a top-sail or a course. The change of the Monsoons, indeed, was over; yet even after that dangerous period, very violent gales of wind prevail in these seas; nor does the North East monsoon, which had now taken its turn, acquire that steadiness which precludes all danger, till the month of December.

1788.

NOVEMBER.

The wind did not fix steadily in the Eastern quarter till the 21st, which alteration I attributed to our near vicinity to the Ladrone Islands, which are known, at times, to alter the current of the trade-winds.

Friday 21

We continued our course, without any material occurrence, till the 1st of December; when in the evening of that day, we made the islands of Botol Tobago Xima. The weather was very dark, hazy and unpleasant; nor could we get more than a glimpse, as it were, of these islands, which however proved sufficient for us to ascertain them. By our lunar observations, brought forward, we were six leagues to the East when we made them.

DECEMBER.  
Monday 1

The necessity of making these islands has been mentioned in that part of the voyage which treats of the various routes into the China Seas from the Pacific Ocean. The sight of them which we had obtained was, however, sufficient to justify our running during the night; and as there is no other but the islet, named Little Botol, to the Eastward of them, we were satisfied as to its identity; and accordingly bore up to clear the dangerous rocks of Vile Rete, which we estimated to bear

N n 2.

South

1788. South West by West, thirteen leagues from this island. The clouds  
DECEMBER. were uncommonly black, and the night had every appearance of bringing storm and tempest along with it.

About eight o'clock, our expectations were verified, as it began to blow very violent from the North East, with heavy rain. We, however, pursued our course, steering South West, which is a point more South-erly than the rocks bore off us. Indeed, I am clearly of opinion that a ship in this situation, has no alternative but running; for if she is hove to, the violent and rapid currents might drift her so far to the Southward,—in addition to her natural drift, occasioned by the wind and sea,—that her entrance into the China Seas would become very dangerous; and, of course, her passage to Canton be rendered very uncertain. For though it may be by no means a desirable circumstance to run in a dark and tempestuous night through this narrow channel, yet I do not hesitate to advise it in the strongest manner, if the islands of Botol Tobago Xima have been seen at any time during the preceding evening.

The storm continued, with unabating violence, till twelve o'clock; during which time, we pursued our course to the South West, under close reefed top sails and fore-sail, and hauled our wind to the West North West, with as much wind as the ship could well bear her courses, having as we supposed, entered the China Seas. At one o'clock it blew with such encreasing violence, that we could very ill carry the sail we had aboard; but let the consequences have been what they might, it was indispensably necessary to proceed in this manner, in order to secure our passage to Canton, the wind hanging as it did so far to the Northward.

At midnight our latitude, by estimation, was  $21^{\circ} 30'$  North, which was as near as we could, with any degree of prudence, round the dangerous

gerous rock of Ville Rete : and, at one o'clock, when we hauled up, we experienced such an heavy sea, that it became impossible for us to steer an higher course to the Northward than West by North, though the wind was at North North East : at least we could not take any other course which would not have prevented the ship from going through the sea. Besides, as we had reason to fear an opposing current, we were not without apprehensions as to our passage to Canton.

1788.  
DECEMBER.

On the 2d of December, at day break, there was no appearance of land.—We had, therefore, every reason to believe that we were considerably advanced in the China Sea ; but our apprehensions of being driven to the leeward of Canton did not entirely subside till the 3d, when the weather moderated, and the wind veered to the North East. At noon, our latitude was  $22^{\circ} 7'$  North, which evidently proved that we had not experienced any unfavourable current. We now hauled up North West by West, in order to make the coast of China.

Tuesday 2

Wednesday 3

On the 4th, the long expected land of China appeared, and we beheld a sight of the most pleasing novelty to us, which was composed of innumerable fishing-boats dispersed over the sea. We passed by many of them ; but they are so well acquainted with European shipping of the largest size, that they did not suffer their attention to be in any degree interrupted by so small a vessel as the Felice.

Thursday 4

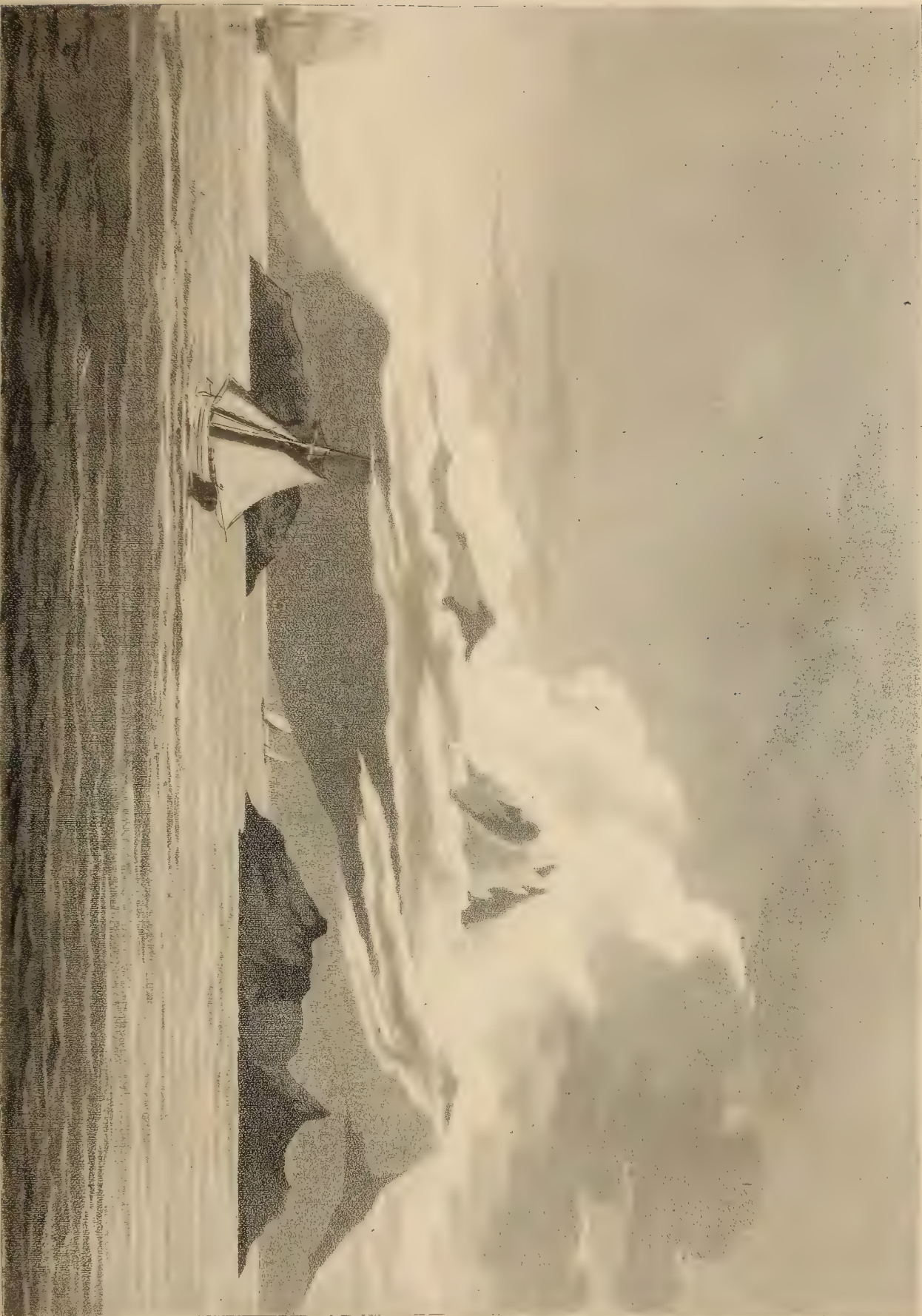
As the China coast is already so well known, I shall not delay the conclusion of my voyage by any observation, but proceed to relate that we pursued our course during the 4th ; when, in the evening, the Lema Isles were discovered at about the distance of four leagues, As I was already acquainted with this navigation, we continued our course during the night between those isles, which is, beyond all comparison, the best passage ;



1788.  
DECEMBER.  
Friday 5

passage ; and in the evening of the following day, we happily anchored in the roads of Macao, the town bearing North North West, at the distance of three leagues ; when an exprefs was immediately forwarded to Canton, to inform our friends of the safe arrival of the Felice.

And here I must take leave of the reader, whose kind attention has followed me through this long and various voyage ; and of which, indeed, as the two ships were obliged to separate at Samboingan, I may be said only to have performed a part. — The share which Captain Douglas had in it will be related in the following chapters.



*Deck of 'Tartar', near the Entrance of the 'Barents' Fjord, on the spot by 'A. A. Barry, Esq.'*

*Engraving by W. E. D. Alford & Sons. — The Ship 'Tartar' by J. Walker & Co., Liverpool.*

*Small Islands of 'Tartar' shown.*









*Drawn on the Spot, by T. S. Purry, T. 39.*



J. Wells Aquat. fecit.

View of the City of Macao.

Published as the Act directs, by J. Walter, 269 Woodcut Lane, 1772.





## V O Y A G E

OF THE

IPHIGENIA, CAPT. DOUGLAS,

FROM

SAMBOINGAN, TO THE NORTH WEST COAST OF AMERICA.

## C H A P. XXVI.

*The FELICE departs from Samboingan.—The subsequent Conduct of the Governor to Captain Douglas.—Part of the Crew confined, and the Ship detained by his Orders.—His unwarrantable Conduct.—The IPHIGENIA sails from Samboingan.—Arrives off a small Island, now named Johnstone's Island.—Communication with the Natives, and a Description of them.—Tawnee, a Sandwich Islander, on board the IPHIGENIA, falls sick and dies. Sickness of the Crew.—Pass through the Pelew Islands.—Communication with the Natives.—An affecting Circumstance, unknown to Captain Douglas.*

**I**N the narrative of the former voyage it has been related, that on the 12th of February the Felice left the Iphigenia at Samboingan, preparing to take on board her fore-mast, and then to proceed on her voyage.—The causes which occasioned the separation of the two ships have already been mentioned; and the orders delivered to Captain Douglas on the occasion, are inserted in the Appendix.—The following pages, therefore, contain the voyage of the Iphigenia after she was left by her  
confort,

1788.  
FEBRUARY.  
Tuesday 12

1788. comfort; which, we have reason to think, will be found to contain some  
FEBRUARY. important information relative to the geography and commerce of the  
North West Coast of America.

The Felice was no sooner sailed from Samboingan, than the governor of the place assumed a very improper and ungenerous mode of conduct towards the ship that remained. The division of our force had encouraged him, as we suppose, to some unwarrantable proceedings, which shortly ended in a rupture on both sides, to the great injury of the proprietors.

Tuesday 19 The Iphigenia had received her mast on board and was ready for sea on the 19th. She had also obtained several bags of rice, a quantity of vegetables, and some cattle from the governor.

As we had been informed that the most acceptable present we could make to the governor in return for his civilities and attentions to us, would be a few bars of iron, I accordingly left six bars with Captain Douglas, desiring him to add as many more, to compose the intended compliment, and to draw bills on Canton for the amount of any expences which might have been requisite for the ship and her crew.

Captain Douglas accordingly waited on the governor, and invited him to dine on board the Iphigenia, previous to her departure. The invitation was accepted, and the entertainment passed off, to all appearance, with the most perfect satisfaction to all parties. In the evening the company adjourned, by the governor's invitation, to a ball on shore. But under the guise of politeness and hospitality, the subtle Spaniard was watching to take any advantage in his power; and on discovering that the principal part of the cargo consisted of iron, he turned his thoughts to the acquisition of that valuable metal;—valuable indeed it might



might be called, for it purchases gold at Magindanao.—The King of Spain has prohibited this article from being sold throughout the Philippines by any person whatever, except his own commissioners, who take care to make it a matter of very costly purchase : the governor was, therefore, determined to seize the present favourable opportunity of procuring it on the very advantageous terms he conceived to be in his power. So that when an officer was sent on shore the following day to settle the account,—which did not, we believe, amount to more than two hundred and fifty dollars,—the governor at once threw off the mask, and not only declared that the whole of his demand should be paid in iron, but that he would fix the price, and arrange the weights according to his own pleasure.

1788.

FEBRUARY.

Wednesday 20

Such was the answer which the officer was going to take back, when he and his boat's crew were arrested by a file of soldiers, and conveyed to a dungeon. The continuing delay of this officer's return, induced Captain Douglas to send another boat on shore to learn the cause of his detention ; when the second party shared the fate of the first. At the same time the governor sent off a large proa, with fifty men, to take possession of the ship ; and had not Captain Douglas been alarmed for the consequences to his people on shore, as well as to some of them who were placed in a conspicuous part of the boat, he would certainly have sunk her ; which might have been done without much difficulty. He, however, thought it best to let this armed force approach without any interruption, and to suffer the Spanish soldiers to come quietly on board and take possession of the ship.

In consequence of these very extraordinary proceedings, Captain Douglas went on shore himself, to enquire into the cause of them : when the governor informed him that his sole object was to secure the payment

1788. of his bill in iron; and that the ship should not be suffered to depart  
 FEBRUARY. till the iron was landed. It was in vain to represent that he had himself engaged, on their first arrival, to take bills for whatever they might wish to purchase. It was fruitless to urge the cruelty and injustice of invading the cargo of a vessel which had come in an assured confidence to his port, and by which the principal advantages of her voyage might be lost:—He was too determined in his baseness to listen to these suggestions; and Captain Douglas was obliged to return on board, and order seventy-eight bars of iron on shore, which was nearly half his cargo, together with one hundred and twenty dollars, which he collected in the ship. But the business was not yet finished;—for the governor was very peremptory in his assurances that he would be absolutely paid in nothing but iron.—To such an exaggerated imposition Captain Douglas refused to submit; and threatened, in the most serious manner, if the governor persisted in his unwarrantable designs, that he would throw the ship on his hands. This resolution brought the Spaniard to reason, who consented at length to receive the iron and the dollars, and gave orders to withdraw the soldiers from the ship: he nevertheless contrived to retard their departure till Captain Douglas had sent him some wine, which he had previously promised him; and it was not before he had received this trifling present that he released the people from their confinement.

Such was the conduct of the governor of Samboingan: but, indeed, no other treatment was to be expected; as it is well known by every commercial nation, that the subjects of his Catholic Majesty, dispersed through  
 Friday 22 India, are the refuse of mankind. It was, therefore, the 22d of February before the *Iphigenia* departed. On that day she weighed anchor and put to sea, without expending a grain of powder to do honour to such dishonourable people.

On the 1st of March the *Iphigenia* had made a very inconsiderable progress on her voyage. She had been retarded by light and variable winds ; while the numerous islands which she hourly saw and approached, made the navigation not only difficult but tedious, as she was obliged to proceed with the utmost care and precaution.

1788.

MARCH.  
Saturday 1

On the 2d of March, she fell in with a very dangerous reef of rocks, which extend East and West nearly ten miles. These rocks bear no place on any of the charts we had in our possession, and are out of the water about the size of a ship's hull. The centre of them lies in the latitude of  $4^{\circ} 10'$  North, and longitude, by several lunar observations, of  $126^{\circ} 39'$  East of Greenwich. In the position which the ship occupied, there was a strong current setting to the South East.

Sunday 2

They continued their course amidst this archipelago of rocky islets till the 6th ; when at noon of that day, the latitude was  $3^{\circ} 45'$  North, and the longitude  $129^{\circ} 7'$  East. The variation of the compass was  $2^{\circ} 15'$  West.

Thursday 6

As they were proceeding to the Northward and Eastward on the 9th of March, a small island appeared bearing East half North, at the distance of about ten or twelve leagues. They continued steering up with it till nine at night, when observing a great number of lights on the shore, Captain Douglas imagined that they were kept burning in order to induce the ship to stop. At eleven o'clock, it being considered as hazardous to run during the night, which was very dark, the ship was hove to, but no soundings could be obtained with fifty fathoms of line.—At break of day on the 10th, they made sail to close in with the land, when several canoes were seen approaching. They therefore again hove to, in order to permit the natives of the island to come on

Sunday 9

Monday 10



1788.  
MARCH.

board.—For some time they kept at a certain distance, holding up cocoa-nuts in their hands; but they no sooner saw the hatchets which were exposed to their view in return, than the *Iphigenia* was favoured with an immediate visit. From the whole of their conduct, it very evidently appeared that they had never before beheld such an object as that which now engrossed all their regard, as it called forth their utmost astonishment; and from the very great indifference with which they promiscuously received every thing that was offered to them, it seemed as if the ship alone was the object of their attention.

It was intended that the *Iphigenia* should remain off this island for a day, in order to get a supply of water, of which they were informed by the natives there was great abundance. In the afternoon the canoes returned with more cocoa-nuts and taro-root, and the inhabitants seemed to have learned, since their last visit, the value of iron; as they now would take nothing but *Owashee*, *Owashee*, which is their word for that metal. They were entire strangers to fire-arms; for on one of them expressing a wish to have a pistol, Captain Douglas discharged it;—which alarmed him to such a degree, that when it was held towards him, he kissed the barrel, but could not be persuaded to lay hold of it.

This island, which was now named Johnstone's Island, lies in the latitude of  $3^{\circ} 11'$  North, and in the longitude of  $131^{\circ} 12'$  East. It consists of low land covered with verdure, and cocoa-trees, and is about a league in circumference. One tree in particular rises above the rest, and appears at a distance like a ship under sail.—What the island produces, besides cocoa-nuts and the taro-root, was not discovered, as the inhabitants brought nothing to barter but those articles.—The natives did not appear to exceed the number of two hundred, and are a stout, robust people. Their canoes, which held twelve or fourteen of them, were  
exactly

exactly the same as those of the Sandwich Islands; and the people not only displayed the same activity in the water as the Sandwich Islanders, but made use of several expressions which Tianna readily understood. A fine breeze springing up, Captain Douglas gave up his design of taking in water at this island, and continued his course to the Eastward.

1788.  
MARCH.

The Iphigenia proceeded in her voyage with very little variation of weather, till the 16th; when Tawnee, a Sandwich Islander, from his watchful care and anxiety during Tianna's illness, was now sick himself. Several of the crew were also in the same situation; and the first officer, who had been ill upwards of a month, was not yet recovered; and there was every reason to fear a general sickness throughout the ship. Tianna was now entirely recovered, and owed the re-establishment of his health to the Peruvian bark, which operated almost miraculously upon the chief of Atooi. The latitude from observation was  $2^{\circ} 0'$  North, and the longitude  $136^{\circ} 48'$  East.

Sunday 16

The poor amiable islander at length baffled all the care which was bestowed upon him.—A continual bleeding at the nose was the first symptom; and when that stopped, a fever succeeded, which seemed for some short time to yield to the bark; but the disorder at length triumphed, and Tawnee was the victim. About one o'clock, on the 23d, he quitted this world, and was consigned, with the regret of every one on board, to a watery grave.

Sunday 23

From a continuance of light and variable winds, with occasional calms, the Iphigenia advanced but very slowly on her voyage: It was therefore determined on the 28th, particularly as the sickness on board seemed rather to increase, to take every advantage of getting to the Northward. The ship was therefore put on the other tack, and though she did not make

Friday 28

1788.

MARCH.

make better than a North West, and sometimes a North West by West course, still it was better than continuing under that which had been attended with such discouraging circumstances.

Saturday 29

On the 29th, they had light airs and calms, with frequent squalls of

Sunday 30

rain; on the 30th there was a moderate breeze from the Northward and Eastward, accompanied also with squalls and rain, which continued to prevail through several succeeding days.

Monday 31

On the 31st, the wind varied from North East to East North East; and sometimes North North East;—and, as they were approaching a groupe of islands, called the Carolines, Captain Douglas gave orders to bend the best bower and stream cables, and to keep a very strict look-out, as there would be great danger in squally, thick weather, and at the change of the moon, among a heap of low islands which had never been accurately surveyed. It was thought necessary therefore to run every risk to get to the Northward, in order to obtain variable winds, and to get as soon as possible from a vertical sun, and into more temperate weather.

APRIL.

Wednesday 2

On the 2d of April, a fresh breeze sprung up from the Northward and Eastward, with squalls and heavy rain; but about ten o'clock in the morning the clouds dispersed, and from the medium of several very good distances of the sun and moon, the longitude was  $134^{\circ} 36'$  East of Greenwich, and the observed latitude  $7^{\circ} 25'$  North.

Thursday 3

On the 3d, they had a fine breeze, with clear weather: at half past four in the afternoon saw land; and at sun-set its extremities bore from West South West to West by North, distant about seven or eight leagues. As the Iphigenia began to be in want of wood, and in the hope  
of



of obtaining roots, of some kind or other, as well as cocoa-nuts, Captain Douglas determined to take this opportunity of supplying the ship. Accordingly, at eight in the evening, orders were given to shorten sail, and heave the main-topfail to the mast.

1788.  
APRIL.

At day-break on the 4th, two low islands were seen, covered with trees, bearing North West by West, at the distance of seven or eight leagues. The land observed the preceding evening, now bore West South West, at the distance of ten or twelve leagues. As the latter appeared to be high land, and of considerable extent, it was considered as the most likely to afford some place of shelter and security; but on a nearer approach, it was discovered to consist of a cluster of islands; they therefore hauled their wind and stood for the two low islands.

Friday 4

At seven in the evening several canoes were seen coming from them towards the ship.—When they came alongside, they were presented with a small hatchet and two or three knives, which they took, and gave in return their whole cargoes, which consisted of nothing but two or three pieces of taro and a few cocoa-nuts.—In addressing themselves to the people in the ship, they appeared to repeat the words *English* and *Moore*,\* which were naturally supposed to allude to myself, as it was then imagined that I had passed through these islands, and in my passage had obtained some communication with the natives.

As there was no possibility of approaching the South East side of either of these islands, they stood to the Northward, in order to get round a reef of rocks, and to examine the North West side of the largest of these islands; but on advancing towards it, reef appeared within reef, and  
from.

\* Or probably *Mora mey*, which signifies in the Pelew language, *Come to me*.

1788. from the mast-head, a range of rocks were seen, extending to the North-  
APRIL. ward and Westward as far as the eye could reach.—The rock they were endeavouring to weather, was now about a league under their lee; they therefore hauled their wind to the North.

Several canoes still followed the ship close, and, for a few nails, which were lowered over the stern in a basket, a return was made of an inconsiderable number of cocoa-nuts.—The people in one of the canoes were indeed disposed to play the rogue, and when they had got possession of the nails, refused to make any satisfaction. Captain Douglas therefore fired a musket over their heads, when every one of them leaped instantly overboard, and remained under the lee of their canoe; while those in the other canoes, as if they felt themselves protected by their innocence, did not discover any signs whatever of terror or apprehension.

One of these boats continued to follow the *Iphigenia* for a long time, and one of the people cried out, from time to time, *Eeboo, Eeboo*, and exerted himself to the utmost in making signs for them to go back.—Indeed, when he perceived that all his endeavours were vain to persuade them to return, his actions bore the appearance of a man in the most frantic distress.—After some time they observed another canoe, containing at least twenty men, paddling towards them. At first they imagined that there were some Europeans on board, and accordingly hove to; but when it was discovered that there were none but Indians, they immediately made sail, as the ship was drifting fast towards the rocks under her lee:—the canoe however overtook them, and the people in her discovered the same eager anxiety with the other natives for the return of the ship; but as she was at this time in a dangerous situation, very little attention was paid to the crying and continued entreaties of the islanders.

Captain

Captain Douglas was now among the Pelaw Islands; a particular knowledge and admirable description of which, we owe to the sensibility and talents of Mr. Keate.—The account of them written by that gentleman, from the information of Captain Wilson, and other persons belonging to the Antelope packet, which was wrecked on the rocks that surround them, has been so generally read, that I may speak of the circumstances which connect it with this page, as a matter of universal information.—Captain Douglas was ignorant that the Antelope had been lost here; and that her crew on one of these islands built a vessel, in which they returned to China. He therefore could not know that his countrymen had received every aid, comfort, and kindness which these hospitable islanders could afford; and that the sovereign of them had entrusted his son to the care of Captain Wilson, to return with him to England, to be instructed in the arts and manners of our country. Had he been acquainted with these interesting occurrences, there is no doubt but his humanity would have exerted itself to the utmost, in order to contrive some further communication with them;—for who can have the least doubt but that the canoes which followed the *Iphigenia* were sent to receive Lee Boo; or at least, to hear some intelligence concerning him; and that the native who has been described as calling after the ship, and employing the most frantic actions, when he found that he called in vain, was any other than Abba Thulle, the father of the young prince, agitated by the most poignant sensations of disappointment and despair.

As no attention whatever had been then paid by the East India Company to Abba Thulle, for the kind and humane treatment afforded by him to the crew of their ship the *Antelope*, he may be supposed to have been suffering, for too long a time, the alternate impressions of hope and

1788.  
APRIL.



1788. fear.—It may therefore be conceived what his feelings were, when he  
 APRIL. first saw the distant sails of the *Iphigenia* whiten in the sun. It may  
 also be imagined with what haste his canoe was launched from the  
 beach to bear him to the ship, and how swiftly she was driven on to  
 receive, as he might hope, a son, who was returned with the various  
 knowledge and attainments of Europe, to adorn and improve his own  
 country.—But it is difficult to conceive, as it would be impossible to de-  
 scribe, what such a mind as his must feel, when the *Iphigenia* proceeded  
 on her way, and the people on board, occupied in avoiding the surrounding  
 dangers, were as inattentive to his distress, as they were ignorant of the  
 cause of it.—We must, however, be contented to sympathize with the  
 affliction of this amiable chief, as he returned in melancholy disappoint-  
 ment to his island, — and continue to accompany the *Iphigenia* on her des-  
 tined course.

At noon they had a very good observation, when the latitude was  
 8° 20' North; the bearings of the different islands were as follow: the  
 largest of the two islands, which Captain Douglas named Moore's Island,  
 in honour of his friend Mr. Hugh Moore, bore South by East, half East,  
 distant about five or six leagues; — two others, that were low and sandy,  
 and which he named Good Look-out Islands, bore West South West,  
 half South, distant three or four leagues.—From the former to the latter  
 is a reef of rocks, which runs in a North West direction, to the distance  
 of eleven or twelve leagues, and extends five leagues to the North of the  
 other two.

Friday 4 At one o'clock in the afternoon they founded, and found that they  
 were in eight fathom water; as the current set them to the West-  
 ward, they stood on, being apprehensive, if they went on the other  
 tack,

tack, that they should risk the being driven down on the reef, which was at this time on their lee-beam; they therefore kept the lead going; and as the water was clear to the bottom, people were ordered to the mast-head to give notice of any immediate danger, which might be easily avoided, as the sea was smooth, and the day remarkably clear.

1788.

APRIL.

At half past two Moore's Island bore South by East, distant fifteen leagues; and till six in the evening the soundings were from eight to twenty fathoms, over large rocks. The lead was kept going every half hour during the night, without finding any bottom; and in the morning they had a steady breeze, having got clear of all the rocks and shoals which they met with in those unknown seas.—As they had several good observations of the sun and moon the day before they made land, they were able to determine the latitude and longitude of Moore's Island, as well as of the reefs and shoals that extended to the Northward of it.—At noon, on the 3d, the latitude by observation was  $8^{\circ} 20'$  North; Moore's Island then bearing South by East half East, distant five leagues. Good Look-out Islands bore at the same time West South West half South, distant three leagues; so that the former lies in the latitude of  $8^{\circ} 6'$  North, and longitude, reduced by the log,  $134^{\circ} 6'$  East; and the latter are in the latitude of  $8^{\circ} 13'$  North, and the longitude  $133^{\circ} 58'$ . The great shoal extends to the Northward as far as  $8^{\circ} 45'$ ;—to the Eastward  $134^{\circ} 13'$ ; and to the Westward as far as the eye could reach from the mast-head, shoal-water was visible; which, in all probability, runs as far as the longitude of  $133^{\circ} 30'$  East.

During the night no soundings were obtained with fifty fathoms of line. At eight in the morning, being in the latitude of Los Martines, they bore up a couple of points, in order, if possible, to get sight of it

Saturday 5

1788.  
APRIL.

by noon;—but as there was no appearance of land, Captain Douglas hauled his wind, chusing rather to submit to the inconvenience which might arise from the want of wood, than risk his arrival on the coast of America too late in the season. He therefore no longer thought of looking for an harbour among a groupe of islands where, perhaps, no harbour of sufficient shelter and protection was to be found.



1788.  
MAY.

## C H A P. XXVII.

*See the Island of Amluk.—See Land, which is mistaken for Trinity Island.—A most violent Gale.—Description of the Land.—See the Island of Kodiak.—See Trinity Island.—Arrive off the latter.—Visited by two Canoes.—Send the Jolly-boat on Shore with an Officer, to try for Fish, which returned with a small Quantity procured from the Natives.—See Cape Greville.—Pass the Barren Islands.—Receive a Visit from a Russian and some Kodiak Hunters.—Run up Cook's River.—Communication with the Natives.—Dispatch the Long-boat up the River.—Instructions to the Officer who commanded her.—Long-boat returns.—The IPHIGENIA weighs Anchor and drops down the River.—Steer to the South-end of Montagu Island.—Stand in for Snug-corner Bay.—Several Canoes come off to the Ship.—Discover that the Ship Prince of Wales had quitted the Bay ten Days before, &c.*

NO event took place but the mere ordering and course of the ship, till the 30th of the succeeding month, when she was arrived in latitude  $50^{\circ} 29'$  North, and longitude  $188^{\circ} 26'$  East of Greenwich.—The weather was moderate and hazy, and the wind settled at North East. Early in the morning they saw the Island of Amluk, bearing North by East, at the distance of about twenty-four leagues. At nine o'clock they wore and stood in for the land. At noon the weather became clear, and they saw the land bearing North North East, distant from twenty to twenty-three leagues.

Friday 30

1788.  
MAY.  
Saturday 31

On the 31st, they had light winds and calms; at ten o'clock in the morning the clouds dispersed, and there was clear weather for half an hour; when an opportunity was taken to get a number of distances of the sun and moon, from a medium of which the longitude was  $190^{\circ} 19'$  East of Greenwich, and the observed latitude  $50^{\circ} 58'$  North.

JUNE.  
Sunday 1

The early part of the following day was clear and moderate; but the latter was cloudy, with fresh breezes. The crew were now busily employed in airing and mending the sails. The latitude was  $51^{\circ} 49'$  North, and the longitude  $193^{\circ} 32'$  East of Greenwich.

Monday 2  
Tuesday 3

A steady breeze from the Westward, continued with hazy weather through the whole of the 2d; and on the 3d they altered the course from North East to North East by North. The arms were now cleaned, and the arm-chest got off the deck into the cabin, to get them out of the way both of the seamen and the savages; for as they were approaching the land, there was good reason to expect a visit from the latter.

Thursday 5

On the 5th, at day-light, Trinity Island was seen bearing North North West, distant seven or eight leagues. At nine it bore South half East, six or seven leagues; and at noon the breeze which had blown all the morning to the North East, increased to an hard gale; when the latitude, from an indifferent observation, was  $56^{\circ} 29'$  North, and the longitude  $204^{\circ} 54'$  East.

Friday 6

At noon it blew hard, and the gale increased, so that they were obliged to hand the fore-sail and close reef the main top-sail: at eight in the evening, the extremity of the land from Cape Trinity, bore East North East, to North West by West, being distant from the nearest land

land six leagues. At eleven o'clock wore the ship, and stood to the Southward and Eastward. At six in the morning Cape Trinity bore North North East, at the distance of about twelve or thirteen leagues. The gale continued to encrease, and at six in the evening, the ship wore and stood to the Northward. No observation was made on this day.

1788.  
JUNE.

At four in the morning, it blew an hurricane,—reefed and handed the main-sail, and laid the ship to under a balanced try-sail, and got three balance tackles on the gaff to support it. At five, they saw the land, the extremities from Port Trinity bearing North North West, to West South West, and Two Headed Point West North West,—distant from the body of the land twelve or fourteen leagues. At six they wore, and lay to on the larboard tack. It now blew the most tremendous storm that had ever been seen by any person on board; and at four in the afternoon the gale not being in the least abated, they got the top-gallant masts down on deck, laying to with the head of the ship to the Southward and Eastward. About five the gale abated, but there was a most dreadful sea still running. At nine they made sail, and got the top-gallant masts and yards up. On the 8th, the wind still continued to the Northward and Eastward, but rather variable. The land was seen bearing North West, distant five or six leagues. The observed latitude was  $56^{\circ} 20'$  North. Longitude  $205^{\circ} 36'$  East.

Saturday 7<sup>th</sup>

Sunday 8<sup>th</sup>

On the 9th, they had fair weather, with moderate and light breezes from the Eastward. The island which Captain Douglas took for Trinity Island, as it is in the same latitude and longitude which had been laid down, lies off the mouth of a large bay, surrounded with low land. The hills were covered with snow, while the low lands possessed the finest verdure, but not a tree was seen on the one or the other. In this bay there is a secure shelter from the North West winds, which, had it been known, would

Monday 9<sup>th</sup>



1788. would have afforded a certain protection to the *Iphigenia* in the  
JUNE. late violent gale of wind. This land forms part of the coast between Foggy Island and Trinity Island, mentioned by Captain Cook, and has by no means the barren appearance of that land which is to the Northward of Trinity Island, and the Southward of Cape Greville. As the wind continued to the Eastward, they plied to the windward, and stood into eight fathoms of water, with a sandy bottom.

Tuesday 10 On the 10th the weather was moderate and hazy. At six in the afternoon they got a sight of the land, bearing East North East, at the distance of about ten leagues. This land forms a cape projecting into the bay, which was now named Cape Hollings. It lies in the latitude of  $57^{\circ} 12'$  North, and the longitude of  $207^{\circ} 3'$  East. During the night no soundings could be obtained with seventy fathoms of line.—

Wednesday 11 On the following day at noon, the extremities of the land bore from West North West to East by South; the Island of Kodiak bearing East. The observed latitude was then  $56^{\circ} 56'$  North, and the longitude, by a lunar observation,  $205^{\circ} 36'$  East of Greenwich. It had been rather calm through the day; but about five o'clock in the afternoon, a breeze sprung up from the Southward and Eastward, and drew round to the East.—They worked up the coast, and stood in shore to nine fathoms of water with a muddy bottom, the current being very much against them.—At

Thursday 12 noon of the 12th, Trinity Island bore East half South; the extremities of the continent bearing from East North East half East, to North half West; the distance of the ship, from the nearest land, was at this time seven leagues. The observed latitude was  $56^{\circ} 48'$  North; and from a mean of eight distances of the sun and moon about three quarters after twelve at noon, the longitude was  $205^{\circ} 5'$  East of Greenwich.

At





*A View Of*

— of —

## OTTER SOUND.

Latitude  $55^{\circ} 45'$  North.

Longitude  $226. 30'$  East of *Greenwich*.

*Engraved by T. Foote.*



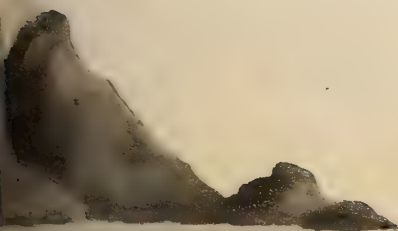




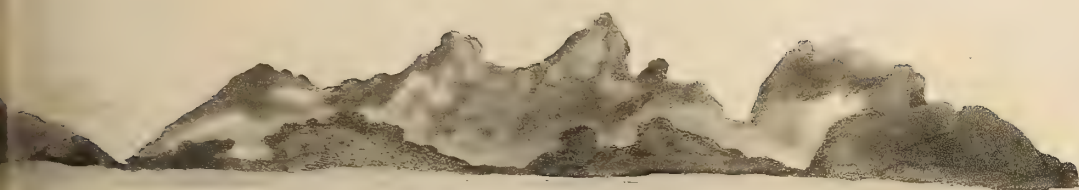
*Two Islands  
bearing E. S. E.*

*Island  
bearing N. E.*

*Donkey  
In the latitude of 55. N.*



Point?  
4 leagues.



Isle?  
leagues.



Island?  
226, 43. E. of Greenwich.





At seven in the evening, a fine breeze sprung up from North North West, as they were steering through the passage between Trinity Island and the main, when they had regular soundings from seventeen to seven fathoms, over a bottom of fine sand.

1788.  
JUNE.

On the North side of the island towards the sea, there is a very fine bay, where ships may run in with safety. Copious streams of water were running from the mountains, and great quantities of drift wood lying along the shore. About eight a native came off to the ship in a small canoe, and taking off the head of a seal which he wore on his own, he made them an obeisance, and asked them how they did, in the Russian language:—when, having taken a survey of the ship, he paddled back to the shore. Shortly after, another canoe with one man in it paid them a visit; who, in return for a few beads, with which he appeared to be infinitely delighted, offered the skin of a grey fox; but not being able to make it fast to the ship, as she was at this time making a deal of way through the water, he took it back with him. This man did not speak the language either of Cook's River or Nootka Sound.

They had in the morning of the 13th, light airs and calms, and at ten in the morning had cleared the passage. At noon, the observed latitude was  $56^{\circ} 45'$  North; and longitude, from the result of several observations was, past noon,  $206^{\circ} 6'$  East: the extremities of Trinity Island bearing from South East by East to South West; and those of the coast from West South West, to North North East, at the distance of four or five leagues. The variation of the compass was  $24^{\circ} 51'$  East. At eight o'clock in the evening the extremities of the continent bore from South West half South, to North North East. At nine they tried the current, and found it running four fathoms an hour.

Friday 13

1788.

JUNE.  
Saturday 14

It being calm and no signs of a breeze, and as they had no soundings at the ship, which was four leagues from the land, Captain Douglas sent the jolly-boat with an officer on shore, to get some fish. At noon the extremes of the coast bore from South West to Cape Greville North North East, and Trinity Island South West by South, at the distance of ten leagues. At noon the observed latitude was  $56^{\circ} 59'$  North, and the longitude  $206^{\circ} 3'$  East. About one o'clock in the afternoon, a light breeze springing up, the ship stood towards the shore, and a gun was fired, as a signal for the boat. At four she returned with some halibut. Mr. Adamson, the officer who commanded her, informed Captain Douglas that they had met with some fishing canoes, and that the people who were in them, parted very readily with what fish they had, but requested snuff in return, holding forth their boxes to be replenished. At first it was supposed that they were Russians; but on considering their dress, with the incision of the under-lip, it was very evident that they were either Kodiak hunters, or some of the natives of Cook's River:—Though two years before, snuff was a commodity to which the latter discovered an extreme aversion.

Sunday 15

On the 15th, the wind was from the Northward and Eastward, with a fog. At four o'clock in the afternoon a fresh breeze sprung up, but the thick hazy weather continued through the day. About five on the

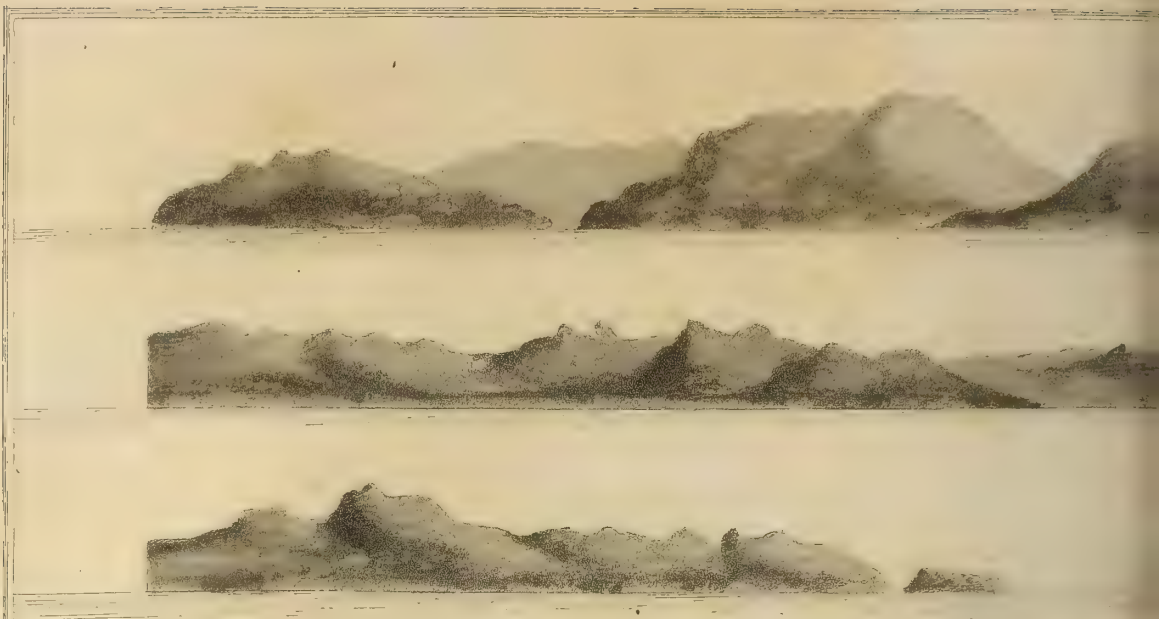
Monday 16

morning of the 16th, the weather cleared, when they saw Cape Greville on their beam, bearing West, at the distance of nine leagues. They then altered their course to North North West, with a fine breeze. At noon Cape Whitsunday bore West half South. The extremities of the land from the island of Saint Hermogenes, bore North West by North ten leagues, to South West by West. Here they saw several sea-otters sporting in the water, and great numbers of whales.—The latitude at noon was  $58^{\circ} 01'$  North, and the longitude  $207^{\circ} 33'$  East of

Greenwich







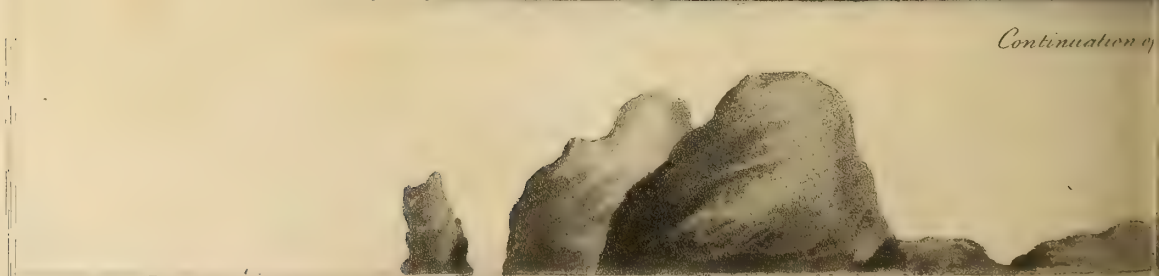
*Land in Cooks*



*Land near Cape  
When from the Anchorage*



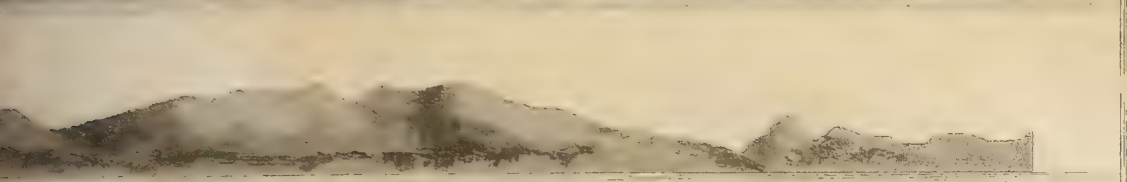
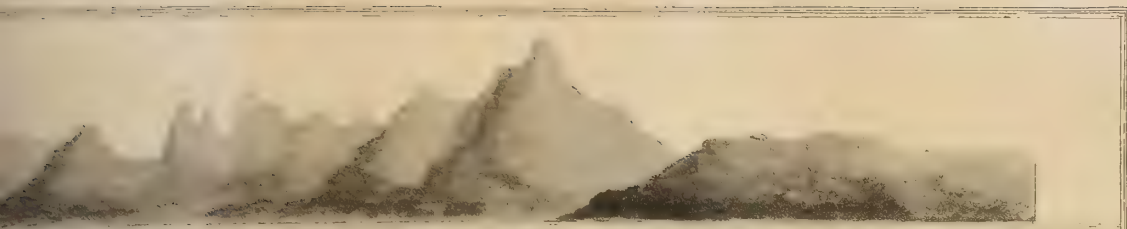
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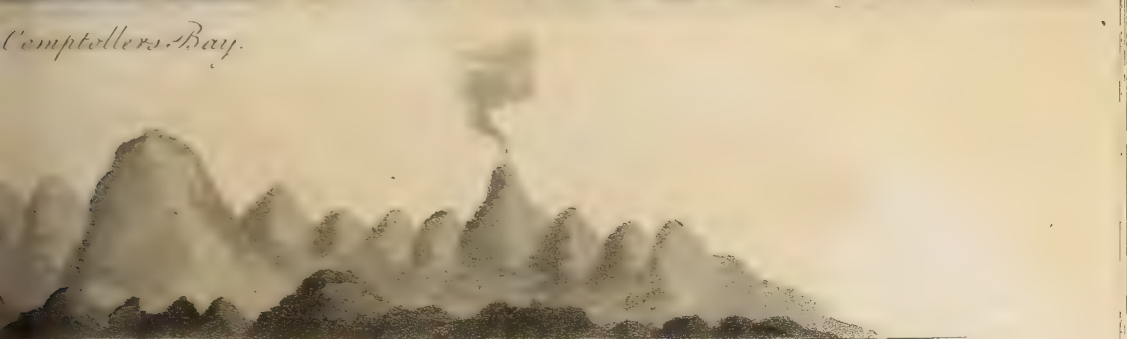
*Sketch of the coast of the Bay of Islands*

*bearing S. W. by W. dist. 10 M.*

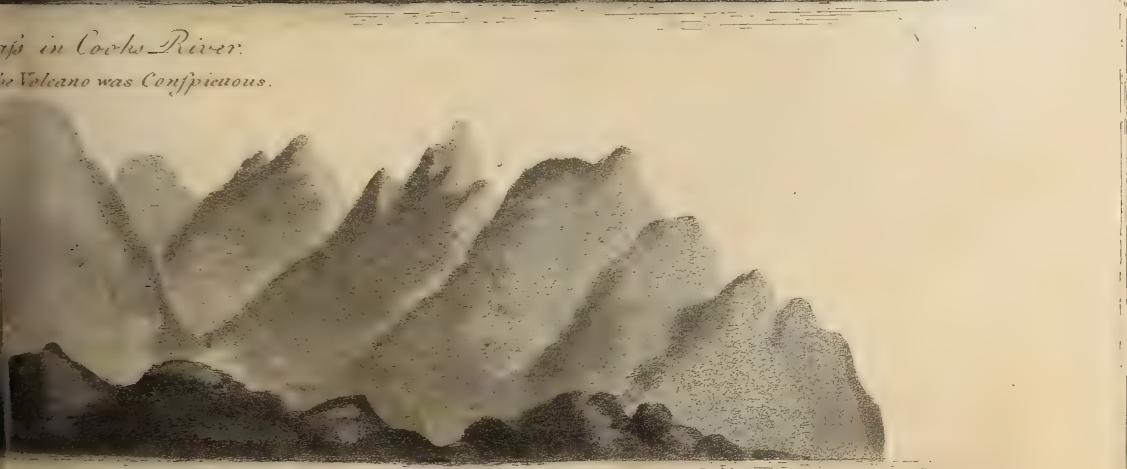
*Published Aug. 16. 1791*



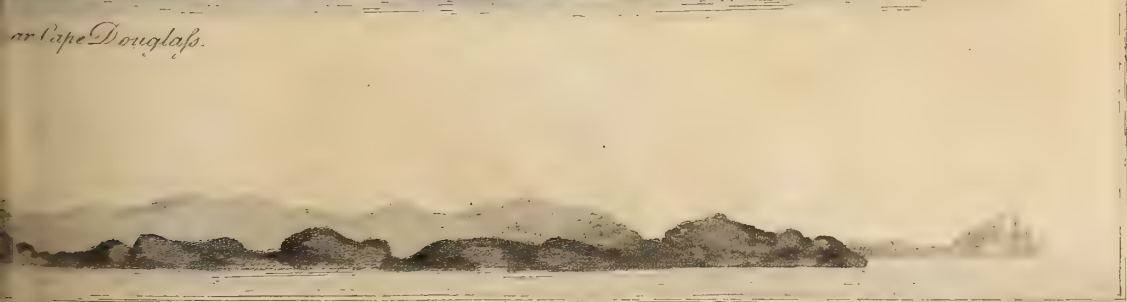
*Comptollers Bay.*



*Islands in Cooks River.  
The Volcano was Conspicuous.*



*near Cape Douglas.*



*at  
the bearing S.W. by S.  
the W. by N. Piccadilly.*





Greenwich. At midnight they had a fresh gale from the Southward, when they passed the Barren Islands. At six in the morning two canoes came along-side from Point Bede, and shortly after a Russian from the same place, with some Kodiak hunters. They brought a present of a dozen fresh salmon, and in return received a small quantity of brandy and some tobacco. At noon, the extremes of the larboard shore bore from South half West, to North West by North; and those on the starboard side, from South South East, to North half West; Cape Douglas bore West half South; Mount Saint Augustine, North West half West; Point Bede, South East half East; and Anchor Point, North half West; distant from the starboard and nearest shore about six or seven miles.

1788.  
JUNE.  
Tuesday 17

The latitude at noon was  $59^{\circ} 41'$  North. They had light winds as they run up Cook's River; and about two in the afternoon seven or eight canoes came along-side, from a few huts that were a little way a-head of the ship. All the natives of this place were ticket-men, and immediately produced their tickets, as passports for good usage;\* but they were so poor as not to produce an inch of fur amongst them. About three in the afternoon the tide set so strong against them, as well as in shore, that they were under the necessity of dropping anchor in five fathoms and an half water, about two miles from the shore.—The extremities of the land were as follow:—The starboard shore, from South by East, to North

\* These tickets are purchased by the Indians from the Russian traders at a very dear rate, under a pretence that they will secure them from the ill treatment of any strangers who may visit the coast; and as they take care to exercise great cruelty on such of the natives as are not provided with these instruments of safety, the poor people are very happy to purchase them on any terms.—Such is the degrading system of the Russian trade in these parts; and forms a striking contrast to the liberal and humane spirit of British commerce.

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JUNE.

half West : the larboard shore, from South South West, to North West by West : Cape Douglas, West by South : Mount St. Augustine, West : Anchor Point South by East half East ; distant ten or twelve miles.

Captain Douglas now ordered the boat to be hoisted out, in order to go on shore to look for the watering-place, and observe the behaviour of the natives.—On landing, they found a small river running by the side of the huts, and the natives very shy. About fifty or threescore of them sat basking in the sun, on the opposite side of the river, who took no notice whatever of the boat's crew. As the *Iphigenia* was in great want of wood and water, it was absolutely necessary to remain in their present situation till a sufficient supply was obtained of these essential articles.—Besides, there were no more than two casks of beef, and one of pork, on board, to serve them the rest of the summer, and, as it might happen, to carry them down to the Sandwich Islands. A supply of fish was therefore necessary to enable them to run the coast down to the Southward, where they expected to find abundance of furs ; and this river was expected to yield plenty of salmon, which might be salted down for the remaining part of their voyage.

Wednesday 18

It was designed, on the morning of the 18th, to move the ship higher up, so as to lie opposite the mouth of this river ; but before the tide became favourable she touched the ground ; they therefore run out the kedge, hove up immediately, slipped the hawser, and made sail, when they found a bank on the outside with only two fathoms and a half : it being at this time low water, the boat was sent a-head to sound ; when they ran up the river about eighteen miles, and came to with the stream, over a sandy bottom, and about a mile and an half from the shore, which had a steep beach. The boat was then sent to find out the most convenient place for watering.

Soon



Soon after they had dropped the anchor, several canoes came from the huts which they saw yesterday : and though the natives had nothing to sell, they continued near the ship till the evening. Some of them, indeed, caught a few salmon, which were purchased with beads. It appeared as if these people were on the watch to prevent any of the natives up Cook's river from visiting the ship.—The next day was employed in wooding and watering, clearing the hold, and brewing spruce beer.

1788.  
JUNE.

Thursday 19

On the 20th they had light winds and pleasant weather.—In the morning they sighted the anchor and moored ship, when all hands were employed in wooding and watering. The net was also hauled into the mouth of the river for salmon, but without success.

Friday 20

On the day following the same weather and occupations continued.—About three o'clock in the afternoon five canoes came down the river, and the people in them called out *Noota, Noota*, as soon as they got along-side the ship. Five otter-skins were purchased of these savages, but they would take nothing except broad bar-iron; two feet of which were paid for each skin.

Saturday 21

It appeared as if they were at war with the Russians and Kodiak hunters, each of them being armed with a couple of daggers.—They earnestly entreated Captain Douglas to go higher up the river; and gave him to understand that it was from the report of his guns, which he ordered to be fired morning and evening, that they knew of his arrival. They also informed him that they had got a considerable quantity of Natunichucks, or sea-otter skins, but were afraid to bring them down, on account of the Russians.

On

1788.

JUNE.  
Sunday 22

On the morning of the 22d it blew a fresh gale, which raised so great a surf in shore, that it was impossible to get either wood or water to the ship.—All the casks being full on the beach, it was thought proper to leave four men, with the second officer, on shore all night, to guard them. About midnight the wind shifted from South West to East, and brought fair weather along with it.

Monday 23

On the 23d, the weather was cloudy, with light winds from the Southward and Eastward. They now got the water on board, and coiled the cables below. The long-boat also having received some damage, she was hauled up on the beach, and the carpenters and caulkers employed in repairing her;—they were likewise set to work to prepare a couple of masts and yards for her, as it was intended to dispatch her up the river, as high as Point Possession, on the information of the natives.

Tuesday 24

The long-boat being finished, at four in the morning of the 24th, she was launched, and at half past ten was dispatched, with the turn of the tide, well manned and armed, on her intended expedition under the command of the chief officer. The instructions given to him by Captain Douglas were to the following purport:—

“ He was ordered to proceed up as high as Point Possession; to look into most of the small bays or low lands in search of inhabitants, and to barter his iron or beads for sea-otter skins, black foxes skins and salmon. If he met with any Russians, he was instructed to treat them with civility, but at the same time to be upon his guard, and not to suffer either them or the natives to enter into his boat.—In case of bad weather, or if by any unforeseen accident he should be detained four or five days, Captain Douglas mentioned his design, at the end of that time, to follow him, with the ship, up the river, to Point Possession; and that

he should fire guns to give him notice of his approach. The officer, however, was ordered to do his utmost to return to the ship at the end of five days.

1788.

JUNE.

The carpenter and caulker being ordered on shore to procure some spars for oars, which were very much wanted, they were under the necessity of tracing the banks of the river to a considerable distance before they could find any that would answer their purpose. When these people returned on board they declared, that as the long-boat turned the point, they heard the discharge of eleven great guns. Though Captain Douglas was, in some degree, alarmed when he first received this intelligence; yet as he had been informed by a Russian who went on board the *Iphigenia* at Point Bede, that none of his countrymen were so high up the river; and as the long-boat, if she had been attacked, would have returned, the wind being fair to come back to the ship, it was concluded, as it afterwards turned out, that these great guns were nothing more than musquets, which the people had fired at some ducks, and whose report was conveyed by the wind, which blew right to the place where the carpenters were at work.

About three o'clock in the afternoon of the 25th, two canoes came down the river, and brought a sea-otter cut through the middle, and otherwise mangled. It appeared as if these natives thought that the flesh was wanted, and not the skin; but no satisfactory explanation could be obtained, as they did not understand any words that were addressed to them; and indeed gave no cause for supposing that they had ever traded with any European people. They had not a single bead of any kind in their possession; and the few which were now given them, seemed to attract that kind of admiration which is awakened by objects that have been never, or at least seldom seen before. It was conjectured that they were in-

land.

Wednesday 25



1788. land natives, who live up the country in the winter, and had descended  
JUNE. some river which empties itself into Smoky Bay, as that was the quarter from whence they appeared to come. As it blew fresh, and there was a large swell occasioned by the tide, they left the ship, and went in towards the shore.

Thursday 26 The weather on the 26th was moderate and pleasant, and about nine in the morning two canoes came from the Southward, in one of which was the Russian who had paid the Iphigenia a visit from Point Bede.—He brought a present of some salmon, which was returned by a small parcel of tobacco. At seven in the afternoon twelve double canoes came along-side from the Southward; the people in them were Kodiak hunters, but they had neither skins nor fish;—though they promised to bring some of the latter in the morning.

Friday 27 At one in the morning of the 27th, they saw the long-boat dropping down with the tide: and at two came along-side the Iphigenia, having obtained nothing but one very indifferent sea-otter skin, and about two dozen of split salmon.—The officer, Mr. Adamson, reported, that as high up the river as  $60^{\circ} 42'$  North, he met with Russians and Kodiak hunters, who followed him from village to village, and had got entire possession of the river. The boat being returned, at six o'clock the ship was unmoored; and on the turn of the tide, they weighed anchor and dropped down the river. At noon the observed latitude was  $59^{\circ} 58'$  North.

About three in the afternoon, the flood-tide setting in, they dropped anchor just below Anchor Point, in seventeen fathoms of water.—The extremities of the Western shore bore from North West by North, to West by South; Cape Douglas bearing West; Mount Saint Augustine West North West, half North; and Point Bede South South East; distant

tant three or four leagues. At nine in the evening, with the turn of the tide, they hove up, and made sail with a light breeze from the Southward and Westward.

1788.

JUNE.

On the 28th at noon, Cape Elizabeth bore East South East, and the Easternmost of the Barren Islands, East South East. At about five miles off shore, there were no soundings with sixty fathoms of line. No observation was made of the latitude, but the longitude was  $207^{\circ} 46'$  East. Saturday 28

At eleven in the morning of the 29th, the Easternmost of the Barren Islands bore South South East, and Cape Elizabeth North North East, distant about five leagues. The weather being hazy, there was no opportunity of making an observation. Sunday 29

They stood to the Southward and Eastward till four in the morning of the 30th, with a moderate breeze from the Northward and Eastward, accompanied by hazy weather and rain. At ten, the island of Saint Hermogenes bore South West, distant seven leagues.—No observation. Monday 30

They had now light winds and calms, with a strong current setting them to the Southward and Westward. At day-light, the extremities of the main bore from North West to North East half North, at the distance of about twelve leagues. At eight the body of the Barren Islands bore North West by West, distant fourteen leagues. JULY. Tuesday 1

As they had been disappointed of the supply of salmon which they expected to have found in Cook's River, and there being no more than three casks of provisions remaining, Captain Douglas was under the necessity of reducing himself and officers, as well as the seamen, to a very short allowance. The latitude was  $59^{\circ} 2'$  North.

1788.

JULY.  
Wednesday 2

The wind continuing at North East, and East North East, the very course they fought to steer, with an heavy swell, the ship laboured exceedingly, and made a very slow progress along the coast. About six in the morning they stood in to, within a league of, the main land.—At nine they unbent the main top-sail to repair, and bent the old one. The main top-mast stay-sail also suffered considerably from the squally weather, as they were under the necessity of carrying a press of sail to keep the ship from being forced down by the current among the Barren Islands.—The weather was thick and hazy, so that no observation could be made, nor had they any sight of land.

Thursday 3

At five in the morning of the 3d, the wind shifted to the South East, with moderate weather. At noon the extremities of the continent bore from North North West, to West by South, distant ten leagues; and the observed latitude was  $59^{\circ} 18'$  North.

Friday 4

At four in the morning of the 4th, they were about ten or twelve leagues from the continent, and at noon the extremities of the land bore from North East, to South West half West, distant off shore four leagues. The latitude was  $59^{\circ} 47'$  North. In the afternoon they had fresh North Easterly breezes, with squalls and rain; and in the evening the extremities of the continent bore from North North East half East, to West half South, at the distance of ten or eleven leagues.

Saturday 5

On the 5th, at noon, the extremities of the land bore from North half East, to West half South, distant ten or eleven leagues. The observed latitude was  $59^{\circ} 17'$  North. In the evening they had fresh gales, with heavy squalls and rain.

On



On the 6th, at noon, the extremities of Montagu Island bore from North by East, to North by West. It was the intention of Captain Douglas to keep without Montagu Island, from the number of funken rocks which lie in the inner passage; but finding it blow so fresh, and the wind being right in his teeth, he could not effect his purpose.—The latitude, from an observation, was  $59^{\circ} 36'$  North. They had now fair weather, with fresh Easterly breezes; and at three in the afternoon had soundings in twenty-five fathoms water. At six, as the tide was setting against them, they dropped the stream anchor in eight fathoms water, about three miles from the shore of Montagu Island, the extremities of which bore East by South, half South, to North half East; and those of the continent bore from South West by South, to North North East. At half past eight they weighed anchor, and turned up that passage.

1788.

JULY.  
Sunday 6

On the 7th, at one in the morning, dropped anchor about eight miles to the Northward, in twenty-seven fathoms water, and six miles from the shore. At nine they weighed again, and stretched over to within a mile of the continent, when there was no ground with thirty-six fathoms of line.—At noon they were surrounded with land, except towards the passage by which they entered, and which bore South. The observed latitude was  $60^{\circ} 0'$  North. They had light breezes and fair weather as they turned between Montagu Island and the main.—At six in the evening they came to with the kedge in thirteen fathoms water, about one mile and an half from the Montagu Island shore. At ten, they weighed anchor, with a light breeze at East South East.

Monday 7

At eight in the morning of the following day, they were in the mid-channel, between Montagu Island and the Green Islands. At noon,

Tuesday 8

1788. the extremes of the former bore from West half South, to North North East, the body of the latter South by West; Cape Hinchinbroke East North East; and an island lying off Snug Corner Cove, North by East; distant from Montagu Island two or three leagues.—Several guns were now fired to acquaint the natives of our arrival.—The observed latitude was  $60^{\circ} 23'$  North. At four in the afternoon they stood over to the Western shore, with light winds and clear pleasant weather. At eight in the evening they wore and stood in for the cove, with light airs and calms.

Wednesday 9 At noon, on the 9th, dropped the stream anchor in five fathoms water, in Snug Corner Cove.—The remainder of this day was employed in unbending the sails, hoisting out the boats, and other necessary matters.

Friday 10 On the 10th, six canoes of the Chenouways tribe came alongside, but had no more than one sea-otter skin among them, which was purchased, with five or six seal-skins for the rigging. Kennoonock informed Captain Douglas that a ship had been there, which had sailed only ten days before with plenty of skins, and it appeared for Cook's river. This intelligence was confirmed by the party, who had been on shore for wood, as they had seen, inscribed on a couple of trees, *J. Etches, of the Prince of Wales, May 9th, 1788, and John Hutchins.*

1788.  
JULY.

## C H A P. XXVIII.

*The IPHIGENIA sails from Snug Corner Bay.—They pass Kaye's Island.—Close in with Cape Suckling.—Slow Progress along the Coast, on Account of the Easterly Winds.—Send the Long-boat into Beering's Bay, which returns after having been driven out to Sea.—They see Islands of Ice.—Purchase a great Number of Sea Otter Skins, &c. of the Natives of Cross Cape.—A singular Example of the Power of the Women among them.—Steer into Sea-Otter Bay.—Pass Douglas Island.—Enter a Bay called Port Meares.—Pass Rose Point.—Observations on the Coast.—Join the FELICE at Nootka-Sound.*

**T**ILL the 14th, the people on board the Iphigenia were employed in wooding, watering, and repairing the sails. During that interval they had been visited by some canoes, which brought fish, two river-otter skins, and some seal-skins. Of this party there was a man of the Tauglekamute tribe, who informed Captain Douglas that they had plenty of skins in his district, and promised to return the following morning to attend the ship thither. At three o'clock in the afternoon, a light breeze springing up from the West, they weighed, and turned out of the cove. At ten in the evening Cape Hinchinbroke bore South East by South, half South, and the North end of Montagu Island, South half East; distant from the nearest land four or five miles.

Monday 14.

At



1788.

JULY.

Tuesday 15

At eight o'clock in the morning two canoes of the Chenouways tribe came alongside with some skins, chiefly of the otter cubs, which Captain Douglas told them they ought not to destroy. At noon the weather was calm and cloudy, Cape Hinchinbroke bearing South South East, and the North East end of Montagu Island bearing South, distant three or four leagues; at eight in the evening the former of these places bore South East half South, and the latter South; distant from the main land four or five miles.

Friday 18

On the 18th at noon, the South end of Kaye's Island bore North East by East half East, distant ten leagues. The extremities of the continent bore from North North East half East, to West by North; and Montagu Island from West half North, to West South West. The observed latitude was  $59^{\circ} 52'$  North, and the longitude  $214^{\circ} 2'$  East of Greenwich. At one o'clock in the afternoon a breeze sprung up from the Southward and Westward, they therefore set all their sail, and stood for the South end of Kaye's Island, as they knew from former experience that there was not any passage for a ship through Comptroller's Bay.

Saturday 19

At six in the morning they were close in with the Cape, when they had ground from ten to twenty fathoms, over a clayey bottom. At noon the wind was variable; and Cape Suckling bore West by North, distant three or four leagues. The observed latitude was  $59^{\circ} 57'$  North, and the longitude  $215^{\circ} 51'$  East. They had a light breeze from the Southward and Eastward till half past three in the afternoon, when it took them back, and blew from East North East in heavy squalls with rain. Being close in with the low land off Cape Suckling, and the current setting them on Kaye's Island, they carried a press of sail to clear the South end of it.

At two in the morning the weather was moderate, with the wind at the East: At noon the body of Kaye's Island bore South West; the extremities of the continent from Cape Suckling bearing West by South to North East half East, distant eight leagues. The observed latitude was  $59^{\circ} 57'$  North, and longitude  $216^{\circ} 14'$  East. Light winds from the Eastward till six in the afternoon, when the wind came round to the North, and at eight shifted to the North East.

1788.

JULY.  
Sunday 20

At sun-rise Kaye's Island bore West half North, distant fourteen leagues. At eleven it blew fresh, with the land in sight; and at noon the observed latitude was  $59^{\circ} 18'$  North, and the longitude  $216^{\circ} 23'$  East. At five in the afternoon they lay to under the main-sail, with strong gales from the North East, and extreme cold. Monday 21

On the morning of the 22d they saw the land, bearing North North East, distant fifteen or sixteen leagues. At eight the gale abated, when they stood in for the land, as they did not wish to pass unseen on any part of the coast where there was a probability of inhabitants. At noon the weather became moderate, and the observed latitude was  $59^{\circ} 5'$  North, longitude  $217^{\circ} 10'$  East. Fresh breezes sprung up from East and East by North, with heavy rain, at six in the afternoon; and at eleven at night it blew very hard, which obliged them to wear, and stand to the Southward under courses and double reefed main-top-sail. Tuesday 22

In this manner, and with the same variable weather, the Iphigenia proceeded to run parallel with the coast, sometimes in sight of land, and at other times at too great a distance to see it, or obstructed from the view of it by an hazy atmosphere, till the 30th; when, at four o'clock in the morning, they saw land; the extremities of which bore from North West half North, to North East, distant six or eight leagues. From six Wednesday 23

to

1788. to ten they had a light breeze from South South West, with which they  
JULY. stood into the bay. At noon it was calm and hazy, when they made but  
an indifferent observation, according to which their latitude was  $59^{\circ} 27'$   
North, longitude  $219^{\circ} 42'$  East.

At half past twelve a light breeze sprung up from the Westward, with which they steered North till six in the evening, when it fell calm. Being within a few leagues of the low land, and on the East side of the bay, they observed the appearance of smoke, and accordingly stood towards it; but the wind and tide failing, the long boat was at eight in the evening hoisted out, in order to be sent to the head of the bay; but the appearance of bad weather occasioned her being detained till morning. At nine they clued the top-fails up, and dropped the stream-anchor in twenty-eight fathoms water over hard ground. At midnight it was perceived that the ship had driven off the bank into deeper water; they therefore gave her more cable, as it was bad anchoring-ground; but as the wind and tide were both adverse, they kept the anchor down till near slack tide.

Thursday 31 At three in the morning they hove up, and made sail toward the low land, where they saw the smoke. At four the weather being moderate and clear, the long boat was dispatched, well manned and armed, under the command of the chief officer, who was instructed to proceed towards the bottom of the bay, and to make such examination of it, and obtain such communication with any inhabitants he might find there, as would tend to the procuring furs, provisions, &c.—At the entrance of this bay they had fifteen, ten, and eleven fathoms water, over a rocky bottom, but higher up no soundings could be obtained with fifty fathoms of line.—At noon the latitude, by account, was  $59^{\circ} 41'$  North, longitude  $219^{\circ} 47'$  East. At three in the afternoon, having lost sight of the  
long-



long-boat, and finding that she was driven out to sea, they wore and ran down towards her. At half past four they got sight of her, and within an hour after came along-side, when she was found making very bad weather, on account of the heavy sea: she was immediately hoisted in, and they made sail to the Southward and Eastward.

1788.

JULY.

At three in the morning of the 1st of August it blew strong from the North East, with heavy rain.—At noon, the latitude by account was  $59^{\circ} 10'$  North, longitude  $219^{\circ} 33'$  East. At three in the afternoon the weather moderated, when they tacked, and stood to the Northward and Eastward.

AUGUST  
Friday 1

At sun-rise land was seen, the extremities of which bore North East half East, to West, distant six or seven leagues. At noon the extremities of the land bore from North West, to East South East, distant ten leagues. The observed latitude was  $59^{\circ} 16'$  North, and the longitude  $220^{\circ} 11'$  East. In the afternoon the clouds cleared up from over the land, which gave them a sight of Mount Saint Elias, bearing North West by West, at the distance of about twenty leagues.—On seeing something floating, which they could not ascertain, as they had but little wind, the jolly-boat was hoisted out to examine it, when it proved to be a dead bird, of a large size, which Captain Douglas has not thought worthy of a description.

Saturday 2

In the morning the jolly-boat was dispatched, with orders to proceed within a mile of the shore, to examine if there was any appearance of inhabitants; and about noon she returned, in company with a large canoe, containing about thirty Indians.—They now dropped the best bower anchor in twenty-seven fathoms water, and purchased of the natives several cotfacks or dresses of sea-otter skins, and a pair of gloves of the same. The extremities of land, when at anchor, bore from West North

Sunday 3

S f

West

1788. West, to East by South half South, distant four or five miles. The observed latitude was  $59^{\circ} 10'$  North, and the longitude  $221^{\circ} 27'$  East.  
AUGUST.

Tuesday 5 Early next morning the people returned, as the sailors observed, with all their old cloaths, as the cotfacks which they now offered for sale had been much worn: these articles, however, were purchased, with a quantity of salmon; and at nine o'clock they weighed anchor and proceeded along the shore.—At noon the extremities of the land bore from West by North to East; the latitude by observation was  $59^{\circ} 1'$  North, longitude  $221^{\circ} 33'$  East. The place where the ship lay was called Tianna's Bay, in honour of that chief; he was indeed very much dissatisfied with the present climate, against the cold of which he could not protect himself, though he had as much cloathing on him as he could well carry,—and was become very impatient to return to Owhyhee.

Wednesday 6 At sun-rise on the 6th it fell calm, and continued so till eleven o'clock, when a light breeze sprung up from the South West.—At noon Cape Fair Weather bore North East by North, and Cross Cape South East by East, distant from the nearest land four miles, running in for Cross Sound.—The latitude by account was  $58^{\circ} 10'$  North, and longitude  $223^{\circ} 15'$  East.—At three in the afternoon, being pretty high up the Sound, and surrounded with what appeared to be islands, as far as the eye could reach, the jolly-boat was hoisted out, and sent to discover if they were rocks or islands of ice.—On her return, the account of the officer was, that the island he touched at was ice, as well as two or three other smaller ones which he had passed: concluding therefore that the islands on the outside of them might be ice also, they hauled close in with the shore, and sent the boat a-head to sound.

At six in the evening a canoe from Cross Cape arrived along-side the ship with one man, who came on board quite naked. On being presented with a jacket, a pair of trousers, and an hat, he appeared to be very much delighted, and requested them to go in close with the ship, when he would shew them the village of which he was an inhabitant. He accordingly went a-head in his canoe, and led them in among a parcel of rocks, with only three or four fathoms water, so that Captain Douglas thought it necessary to take the pilotage of the vessel upon himself; and as it was dark and hazy, he found it a matter of some difficulty to extricate himself from his very unpleasant situation. However, at half past ten at night, they came to in seventeen fathoms water, over a rocky bottom.

1788.  
AUGUST.

Very early in the morning five canoes came along-side, when forty sea-otter skins and several cotfacks were purchased; but the natives here seemed to understand the value of their merchandize, and Captain Douglas was obliged to give them the price they demanded. By eight o'clock they had quitted the ship:—But it is impossible to take leave of them without mentioning a circumstance, which appears to be peculiar to this tribe of Indians; among whom the women possess a predominant influence, and acknowledged superiority over the other sex—of this they gave a very striking example.

Thursday 7

One of the chiefs having unintentionally interrupted a canoe, in which was a woman, from coming close to the ship, she seized a paddle, and struck him so violently with it on the head, that he was almost disabled from employing a similar instrument, to ward off the blows which followed. In this manner they continued their contest, she in striking, and he in defending himself, for near half an hour; when Captain Douglas, in order to put an end to this singular



1788  
AUGUST. fray, fired a musquet over their heads, with concomitant signs of his displeasure, but without effect. For the woman now stepped into the canoe of the man, who appeared to be in a state of complete humiliation, and pulling out a knife from some part of her dress, she spoke for some time, and then cut him across the thigh. Though the blood gushed in streams from the wound, she was about to repeat her violence, when Captain Douglas interfered in such a manner as to oblige this vengeful dame to return to her own boat, and give the bleeding object of her vengeance an opportunity to paddle away to the shore. During the whole of this engagement, if it may deserve that name, not one of the men dared to interfere; nay it appeared that they were in such an entire state of submission to female controul, that they could not dispose of a skin till the women had granted them the necessary permission.

As these people had disposed of all their skins, at noon Captain Douglas made sail to the South East, with the wind from the North West. The observed latitude was  $58^{\circ} 02'$  North, and longitude  $223^{\circ} 26'$  East. The weather was now moderate and fair, and they kept a good look out at the mast-head for canoes or smoke. At seven in the evening a canoe was seen approaching the ship, which soon after arrived with two large otters and one small one, just killed, which were purchased. The man on board the canoe gave them also to understand that more skins would be brought in the morning. They, therefore, at eight o'clock, ran into twenty-three fathoms of water, and dropped the best bower; bottom, sand and shells.

Friday 8 At sun-rise eight canoes came along-side, when fifty-six sea-otter skins were purchased, some of which were already formed into dresses. At eleven o'clock they weighed anchor and made sail, running along the shore,

shore, to the South East. The extremities of the land bore from West South West, to South East by South, off shore about three or four miles. At noon the observed latitude was  $57^{\circ} 33'$  North, longitude  $224^{\circ} 15'$  East. The weather continued moderate, with the wind from the North West. At two in the afternoon they saw a large bay, but being close in with the land, and there being no appearance of inhabitants, they tacked and stood out. At ten it fell calm, and continued so till noon the next day, when it was so hazy as to preclude making an accurate observation. The bay they left the preceding evening bore North North East, off shore about two leagues. At three in the afternoon a fresh breeze sprung up from the Westward, and perceiving a bay which bore East off the ship, they hauled in, to see if there were any inhabitants, but not discovering the least signs of any, they hauled out again, and shortened sail for the night, not wishing to run on, lest they should pass any of the inhabited parts of the coast, and of course lose the advantage of trading with the natives.

1788.  
AUGUST.

Saturday 9

In the morning they made sail, and got on deck all their bread to dry. At noon Mount Edgecombe bore North West by West half West; the extremities of the land also bearing from North West half West, to East South East, distant off shore four miles. The observed latitude was  $59^{\circ} 19'$  North. From a medium of several distances of the sun and moon, the longitude was  $224^{\circ} 50'$  East of Greenwich.—At eight in the evening, it blowing fresh, they reefed the top-sails and shortened sail for the night, two small islands bearing from the ship South by East half East. The extremities of the land bore from North West by West half West, to South East by East, distant from the shore five leagues.

Sunday 10

Early

1788.

AUGUST.  
Monday 11

Early in the morning of the 11th they made sail for the land, and at noon it was distant about eight or nine leagues. The observed latitude was  $55^{\circ} 21'$  North, and the longitude  $225^{\circ} 57'$  East. A brisk gale springing up from the Northward and Westward, at three o'clock in the afternoon they ran across the mouth of a large bay which forms two capes. The southern one was called Cape Adamson, and is high, bluff land, lying in the latitude of  $55^{\circ} 28'$  North, longitude  $226^{\circ} 21'$  East. The other to the North was named Cape Barnett. It is low towards the sea, but rises gradually within land to a considerable height, and is in the latitude of  $55^{\circ} 39'$  North, longitude  $226^{\circ} 04'$  East.

Having run a considerable way up the bay, they entered the mouth of a strait passage, not more than half a mile across from shore to shore, steering North: by the number of whales which were blowing a long way within the passage, it was evident that there was plenty of water for the ship. At eight o'clock in the evening they dropped the best bower in seventeen fathoms, with a sandy bottom, about half a mile from the shore. The ship was now entirely land-locked, except at the entrance; and her present situation was named Sea-otter Harbour, from the great number of those animals which were in the water. They were as thick as a flock of ducks; and the man at the mast-head taking them for rocks, and calling out accordingly, occasioned a considerable impediment in the course of the ship.

Tuesday 12

Early in the morning of the 12th, the jolly-boat was dispatched to sound, and the long-boat to look out for a watering place. At nine the latter returned without having made the expected discovery. A very plentiful, as well as convenient run of water, was, however, soon after found by Captain Douglas on the opposite shore. He also saw many

2 places



*A. Plan*  
 of  
**SEA OTTER HARBOUR**  
 and  
**ST PATRICKS BAY,**

taken by

*Capt. James Hanna*

*St. Patrick's Bay.* (Lat.  $50^{\circ}41'$  North.  
 ) Lon.  $231^{\circ}24'$  East of Greenwich.





places where there had been fires, but no other traces of inhabitants.— In pulling up the bay he discovered a passage out to sea, and that it was an island where the ship lay: he is also clearly of opinion that the land which formed the straits to the Northward must consist of islands.—All hands were now employed in cutting wood, getting in water, or overhauling the rigging. Captain Douglas, therefore, took this opportunity of taking out the jolly-boat to explore the head of the straits; when, after pulling three or four hours, he saw two arms, one stretching towards the North, and the other about East South East. By the number of whales which he saw blowing in these different branches, he concluded there must be passages out to sea through both of them. He landed at several places, and saw spots where fires had been made, as well as boards for canoes; but no other signs whatever of inhabitants. At seven in the evening he returned on board, and gave orders to get under way. At eight they steered through the mouth of the straits; Cape Barnett bearing South West by West half West, and Cape Adamson South by West half West.

1788.  
AUGUST.

They had light winds from the Northward till nine in the morning, when it freshened up. At noon the former Cape bore North West by West, and the latter North West. The appearance of a large bay bore North by West half West; a small island, about two miles in circumference, South South East, distant seven or eight miles. It was now named Douglas Island; and there are two or three small, low and rocky islands lying off its North and South ends. It is very high, and covered with verdure, and may be seen at the distance of sixteen or seventeen leagues. It lies ten leagues from the main land, in the latitude of  $54^{\circ} 53'$  North, and longitude  $226^{\circ} 43'$  East. Between this island and the main there is another of lesser extent, which is rocky, barren, and almost level with the water. Between these two islands they steered their course  
by

Wednesday 13



1788.  
AUGUST.

by compass, East South East, but could get no soundings with fifty fathoms of line. At three in the afternoon they had a steady breeze from the Westward, with clear weather, when they passed Douglas Island; but as they were steering in for a bay which bore North East by North, there came on a very thick fog. At half past four, they were visited by two canoes, who appeared to have come out of the bay for which the *Iphigenia* was steering. Twenty-six sea-otter skins made in dresses, and some birds, were now purchased of their visitors, who were fond of iron and beads, and were satisfied with any quantity that was offered to them.

Thursday 14

At one in the morning it blew a stiff gale, with thick and foggy weather; and they stood off South South West till four, when they hove to. At nine the fog diminished, and they made sail in shore. At ten they got sight of Douglas Island, West by North half North. At noon the main land extended from East by North, to North West by North, distant four leagues off shore. The observed latitude was now  $54^{\circ} 43'$  North, and the longitude, as reduced from the last lunar observations,  $227^{\circ} 37'$  East. They continued steering in for the bay which was seen the preceding evening, and at two in the afternoon they got within a small island that lies a quarter of a mile from the main land. Here it fell calm; and a chief, with two large canoes, each containing between thirty and forty people, came along-side, singing a general chorus of no unpleasing effect. As the tide was adverse, the ship was driving down very fast towards the island which was under her lee. The chief was therefore desired to lay hold of a rope, and tow the ship higher up the bay, which was immediately done; the natives in the canoes continuing their song as they proceeded. At three they dropped anchor in twenty-three fathoms of water, with a bottom of sand and shells.

The



*A View*

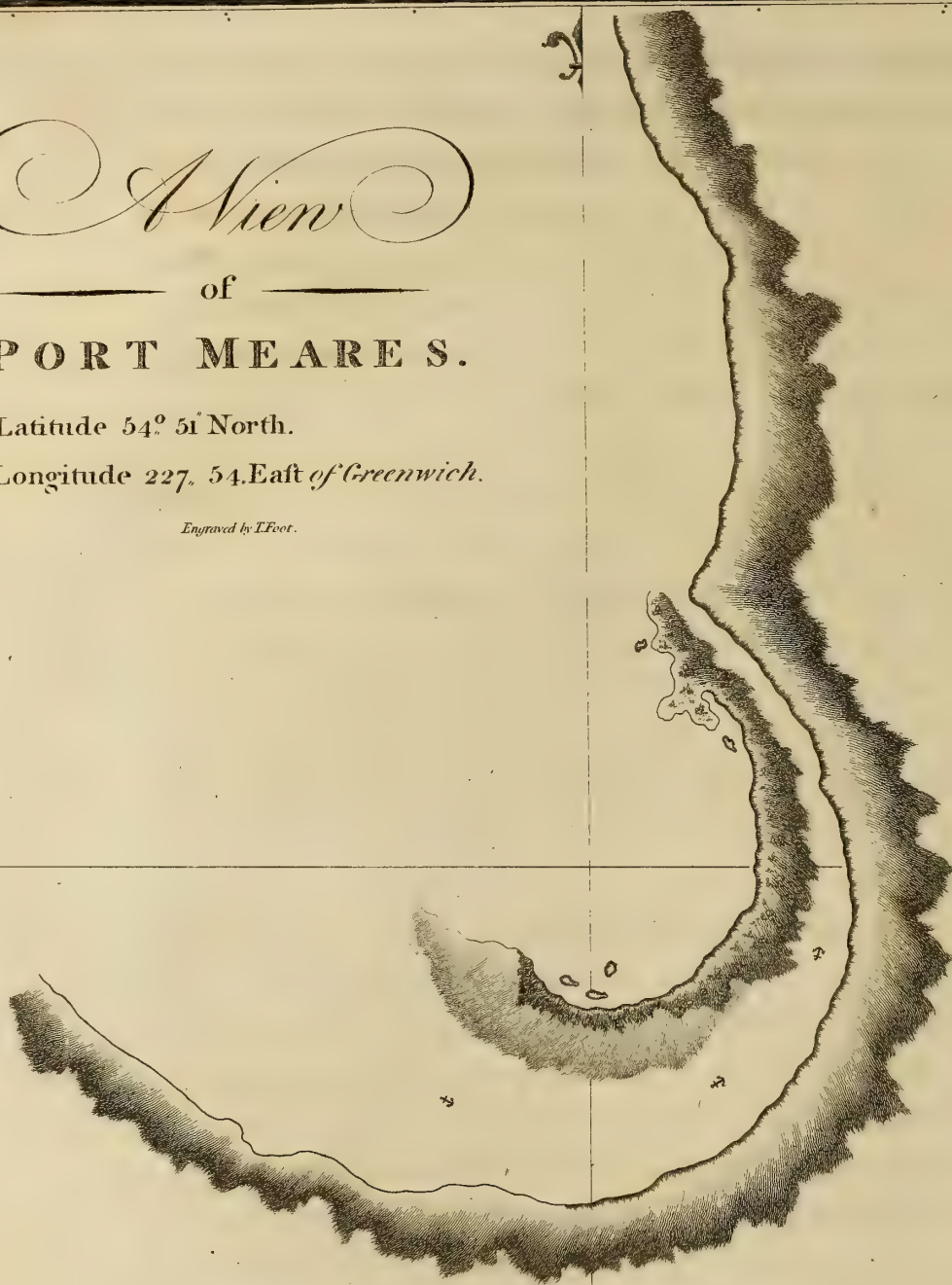
of

**PORT MEARES.**

Latitude  $54^{\circ} 51'$  North.

Longitude  $227. 54.$  East of *Greenwich.*

*Engraved by T. Foot.*





The Western point of land which forms the bay, bore East South East, and the Eastern point, East North East; so that a ship lying there is only exposed to four points of the compass;—that is, between East South East and East North East: she will be land-locked every other way about a mile from the Western shore.—It was now named Port Meares. The latitude of the ship at anchor was, by several observations,  $54^{\circ} 51'$  North, and longitude, according to the result of several distances of the sun and moon,  $227^{\circ} 54'$  East of Greenwich.

1788.  
AUGUST.

In Port Meares there are two large arms or branches of the sea; the one turns North North East, and the other about North North West, which Captain Douglas supposes to have a communication with Sea Otter Sound. During this and the two following days, they purchased several sea-otter skins or nickees, as the natives called them. They obtained upwards of sixty cotfacks from this tribe, which Captain Douglas represents as the most liberal, unsuspicious and honest Indians he had ever known.

Friday 15  
Saturday 16

They had now light winds from the Westward, with very pleasant weather. In the evening of the 17th the natives of the Northern or North North Eastern branch of the sea, made a large fire to give notice of their approach; and at one in the morning they came along-side, firing in their usual manner as they approached the ship.—Of these people they purchased between fifty and sixty skins made into dresses, and the best they had yet seen.

Sunday 17

Monday 18

On the 20th having invited three of the chiefs to dinner, they made Captain Douglas understand that they had disposed of all their nickees; but that if he would return with plenty of beads and iron, they would be prepared with a fresh quantity sufficient for his demands. They

Wednesday 20

T t

their

1788.  
AUGUST.

then took him on deck, and pointing out to sea, made signs that the nickees came from thence. Though there was no land to be seen, as the coast took an Easterly direction from Port Meares, at three in the afternoon they weighed and made sail, steering out to sea South East, with a fresh breeze from the Westward. After running six leagues, they saw land, bearing from East South East, to South West, distant about twelve leagues.—At nine it came on thick and hazy weather, when they hove the ship to, with her head to the Northward and Westward.—During the night they had soundings from sixty to eighty fathoms, with a sandy bottom.

Thursday 21

At eight in the morning of the 21st, it cleared up on the opposite shore, so that they had a sight of the land which forms Port Meares, bearing North North West, distant nine or ten leagues. They then wore and made sail to the South East. At noon they were close in with the land, which extended East by North half North, to West by South. The observed latitude was  $54^{\circ} 06'$  North, and the longitude  $228^{\circ} 04'$  East. They now run along the shore, with a steady breeze from the Westward, towards a bay to which the natives had pointed. At two they saw a thick smoke at the bottom of it, when they run into eleven and nine fathoms of water.—At half past two a thick fog coming on, and land seen from the mast-head, trending due North, it was determined to discover if there was any passage, or if the land that was seen joined the main. At a quarter before three o'clock, as no canoes came off, they set a press of sail, and steered for the bluff high land that bore North. At five it cleared up, so that they had a sight of both sides, as well as of a sandy spit, level with the water, which ran to the Northward, as far as the eye could reach from the mast-head. At seven they had a stiff gale, and saw the end of the low spit of sand. At eight they hauled round the point, when it was discovered that the land did

not

not join the main, but formed a large island, which took a Southerly direction.—After rounding the sandy level, they came to regular soundings of ten, eight and seven fathoms of water, about three or four miles from the island, the extremes of which bore from North by West, to South East by East half East.

1788.  
AUGUST.

At six in the morning of the 23d, seeing no appearance of inhabitants, they weighed anchor and made sail, standing to the South East, having land on both sides. The sandy point that was passed on the preceding evening, was named Point Rose. It lies in the latitude of  $54^{\circ} 18'$  North, and in the longitude of  $228^{\circ} 39'$  East.—It was now discovered that this was a large strait, and an island of great extent, where the anchorage is good, and which, to all appearance, affords several harbours on the Northern and Eastern sides. On the former there is a certainty of meeting with inhabitants; and, in all probability, with abundance of furs. The centre of the island lies in the latitude of  $53^{\circ} 58'$  North, and in the longitude of  $228^{\circ} 54'$  East.

Saturday 23

At noon they had light winds and calms, with clear weather, the extremes of the island bearing from North North West, to South half East, and those of the continent from East by South, to North North East; distance of the coast nine leagues, and from the island about eight or nine leagues. The latitude, by observation was  $53^{\circ} 55'$  North, and the longitude  $229^{\circ} 30'$  East.—The variation, per medium of six azimuths,  $17^{\circ} 43'$  East; per amplitude,  $17^{\circ} 59'$ .

At nine in the morning of the 24th, the longitude, from the medium of several distances of the sun and moon, was  $230^{\circ} 16'$  East of Greenwich.—From nine till noon the weather was calm and clear, when the bearings of the land were as follows:—The extremities of the continent

Sunday 24



1788.  
AUGUST. bore North West by North, half North, to East by South; a small bluff island, lying off the main, bearing North by West, distant ten leagues, and the extremities of Charlotte Island from West to South.

I shall here take the opportunity of observing, that ships which arrive early on the coast, when they must expect to meet with heavy gales of wind, will find it their advantage to make the South end of this island, and to enter the straits in the latitude of  $52^{\circ}$ , and the longitude of  $229^{\circ} 30'$ , when they will find shelter either in the island or on the continent.—It may be also added, that as ships which are returning from the North at a late period of the season, are liable to be blown off the coast, it would be advisable for them to make Douglas Island, and enter the straits in the latitude of  $54^{\circ} 30'$ , and longitude  $226^{\circ} 30'$ , when they will find good anchorage, as well as inhabitants, on the North side of the island.—On the continent they will also have the advantage of Port Meares and Sea Otter Sound, besides several other bays which have not yet been explored, between  $56$  and  $54$  degrees of North latitude.

Monday 25 On the morning of the 25th they had lost sight of land, and, as the change of the moon was approaching, when a gale of wind might be expected, which, perhaps, would have obliged them to run immediately to the Sandwich Islands for a supply of provisions, it was resolved to steer at once for Nootka Sound, without encountering the land again, in order to add to their stock of furs.

Tuesday 26 On the 26th, at half past nine, their longitude, from a medium of several distances of the sun and moon, was  $132^{\circ} 38'$  East of Greenwich, with a strong gale, steering East North East; and at noon their latitude was, by observation,  $49^{\circ} 42'$  North.

At eight in the evening they were close in with the entrance of Nootka Sound, when it fell calm, and the tide setting out, they dropped the best bower anchor in twenty-three fathoms water.

1788.  
AUGUST.

At seven on the morning of the 28th, a light breeze springing up from the Westward, they got under way, and stood in for the Sound; and before noon the Iphigenia, with her crew in good health and spirits, joined the Felice in Friendly Cove. Thursday 28

1788.

## C H A P. XXIX.

*The IPHIGENIA, in Company with the NORTH WEST AMERICA Schooner, leaves Nootka Sound.—Scarcity of Provisions on board.—Arrive off Mowee, one of the Sandwich Islands.—Supplied with Plenty of Provisions.—Tianna receives his Brother on board: their affectionate Meeting.—Arrive off Owhyhee.—A Visit from the King, and his Joy at seeing Tianna.—Anchor in Karakakooa Bay.—Great Abundance of Provisions sent on board.—Ceremony of receiving Captain Douglas on Shore.—The King and Queen of Owhyhee sleep on board the IPHIGENIA.—The NORTH WEST AMERICA parts from her Cable.—Tianna goes on Shore to get Permission for the King's Divers to assist in recovering the Cable.—The Ceremony previous to their entering the Water.—The Length of Time they remain under it.—The IPHIGENIA parts from her Cable.—Suspect the Natives of this Act of Treachery.—The Divers again employed, and recover the Cable, &c.—Tianna leaves the Ship, with all his Treasures, to settle in Owhyhee.—An Account of the late Change in the Government of that Island, &c.*

OCTOBER,

Monday 27

THE Iphigenia remained in Friendly Cove after the departure of the Felice, till the 27th of October, the interval of which was employed in fitting the North West America for sea, and making such other preparations as their approaching voyage rendered necessary.—At noon on that day they quitted Nootka Sound, and proceeded on their way to the Sandwich Islands;—and, as nothing particular happened in the course of it, but a scarcity of provisions, which occasioned a very short allowance,



allowance, we shall at once suppose the Iphigenia and her consort to be in sight of Owhyhee; which welcome object presented itself to the crews of both vessels at day-light in the morning of the 6th of December:—the West end of that island then bore South South West, three quarters West, distant nine or ten leagues; and the Island of Mowee bore West, distant seven leagues.—The wind having drawn round to South South West, occasioned them to run over to the South East side of Mowee.

1788.  
DECEMBER.  
Saturday 6

Tianna, whose impatience since the Iphigenia left Samboingan, had sometimes broke forth into the violence of anger, and might have been expected, on approaching his native country, to have assumed the shape of the most violent joy, became grave and thoughtful; and any occasional eagerness which animated his looks and actions, when they drew nigh to the Sandwich Islands, rather implied the anxiety of expectation, than sensations of pleasure.—He knew enough of the situation of his country to cause a very powerful contest between hope and fear in his bosom; and those apprehensions of danger which weighed nothing with him when sailing over distant seas, seemed, in some degree, to oppress his spirits, when he was about to encounter it.—It was certainly a period of the most painful suspense, as he was uncertain whether the treasures he possessed would be employed to elevate him into consequence, or to purchase his safety;—whether they would be allowed to enrich himself, or seized, to form the wealth of others.—He had left his island in a state of peace, but he had every reason to fear that he should find it in a state of war; or at least under the government of an usurped power, which he could not for a moment suppose would be friendly to him.—Such appeared to be the state of Tianna's mind on arriving among his native islands.

We had no sooner appeared off Mowee than a great number of canoes came off with hogs, yams and plantains.—On this side of the island

there

1788.  
DECEMBER.

there is a large town, the residence of Titeeree, the sovereign of Mowee, who was at this time on a visit to Taheo, king of Atooi, in whose absence the government was left to the care of Harwallenee, brother-in-law to Tianna, of whose arrival he was no sooner informed, than he ordered a present of hogs for the ship; but before it arrived Tianna had observed his brother on shore, and having dressed himself in his best apparel, desired that message a might be sent to invite him on board.—On his arrival they met as brothers should do after a long separation; the whole of their conduct to each other was affectionate;—they melted into tears, and almost drew the same from the eyes of those who beheld them. After their first emotions had subsided, the chief requested Captain Douglas to remain with him for a few days, and engaged to supply him with any quantity of provisions that might be demanded; but as he saw no place where they could come to an anchor in safety, the surf at the same time beating with great violence, and an heavy swell with the wind blowing in shore, Captain Douglas was under the necessity of declining the invitation.

Tianna being extremely anxious to visit Owhyhee, they wore, and stood at noon for the North West point of that island.

Sunday 7

At noon on the 7th, a canoe from Owhyhee came along-side, with a friend of Tianna, who had heard in the course of the night, from Mowee, of his arrival.—In the afternoon several relations of Abinui came on board, and in the evening Tianna dispatched a friend to Tomehomy-haw, to give him notice of their approach.

Monday 8

On the following morning a great number of canoes came off from Toe-yah-yah Bay, with hogs, fowls, and taro-root.—The winds were light and variable, and the latitude, by observation,  $20^{\circ} 11'$  North. At  
sun-

sun-set the extremes of Owhyhee bore from North to South by North, distance off shore three leagues. 1788.  
DECEMBER.

At two in the morning there was heavy rain, with thunder and lightning. At day-light they had lost sight of the North West America; but at nine saw her close in shore. At eleven they hove to till the schooner came up. At noon they were only four miles off shore, and the observed latitude was  $19^{\circ} 44'$  North. In the afternoon several of Tianna's relations came on board; and so liberal was he disposed to be to them all, that if he had not been checked in his generosity, the whole of his treasure would have been at once divided among them. The King also sent a present to Captain Douglas, accompanied with a message that he would pay him a visit as soon as he had come to an anchor in the bay. Tuesday,

The current having set them a considerable way to the Northward, at day-light they made sail for the bay; and at noon the latitude, by observation, was  $19^{\circ} 35'$  North. Tianna now dispatched one of the chiefs who had come to welcome his arrival, to invite the King to come on board; and at two in the afternoon he made his appearance in a large double canoe, attended by twelve others of the same size, beautifully adorned with feathers. As soon as he came on board, Captain Douglas saluted him with seven guns. After crying over Tianna for a considerable time, the King presented Captain Douglas with a most beautiful fan, and two long-feathered cloaks. The light winds and number of canoes hanging on the ship, prevented her from making any way through the water: so that it became a matter of necessity to request his Majesty to taboo the ship, with which he readily complied, desiring permission, at the same time, for himself and several of the chiefs to sleep on board. Wednesday.



1788.

DECEMBER.  
Thursday 11

They continued working into the bay till two o'clock in the morning; when they dropped anchor in twenty-one fathoms water, at the distance of three quarters of a mile from shore. The King professed the warmest friendship for the Captain of the *Iphigenia*,—declared that the island should belong to him while he remained there,—and, to prove the sincerity of his regard, exchanged names with him. But however flattering all these attentions might be, Captain Douglas thought it not impossible but that some attempt might be made to seize the schooner, as she appeared to be small, and her crew few in number; he therefore, in the evening, carried the King on board the *North West America*, when by saluting him with all her guns, and other explanations concerning the possibility of defending her, when attacked, by retiring to close quarters, the difficulty of getting possession of her must have appeared very evident to the royal visitor. When, however, Tianna explained to him the manner and time in which she was built, he intreated that a carpenter might be left at Owhyhee to assist Tianna in forming such another; and, indeed, so earnest were the requests of them both on this subject, that it was necessary to make something of a conditional promise, at least, for their present satisfaction.

Friday 12

On the morning of the 12th the Captains of both ships accompanied the King and Tianna in the jolly-boat, on shore. They were met on the beach by three priests, who chaunted a kind of song, and presented a small hog and cocoa-nut; the former of which was given by the King to Captain Douglas.—This ceremony continued about ten minutes, after which they were introduced into a large house spread with mats, and a kind of party-coloured cloth, when, after the repetition of these ceremonies, and the priest had chaunted a third song, two baked hogs were brought in, of which the English gentlemen alone eat, and then proceeded

ceeded to take a walk, in which they were not interrupted by a single person, as all the natives were *tabooed* on the occasion, and, of course, confined to their houses.

1788.  
DECEMBER.

Nothing was seen in this little excursion worth a repetition, but a clump of cocoa-nut trees, whose trunks were pierced by the balls of the *Resolution* and the *Discovery*. It being extremely hot, they returned and dined with the King, on fresh fish and potatoes.—The other chiefs sat at some distance during dinner, and then made their meal on roasted dogs, taro-roots and potatoes; as at this season of the year even the chiefs are forbidden to eat hogs and fowls, from the King down to the lowest Eree. In the evening the King and Queen returned with Captain Douglas on board the *Iphigenia*, as they considered it to be a luxury of no common description to sleep in his cot.

This day was chiefly employed in killing and salting down the hogs; but as the coppers on board for heating the water were very small, they made but slow progress in this necessary occupation.

Saturday 13

At three in the morning of the 14th, the schooner came under the stern of the *Iphigenia*, when Captain Funtler gave the very disagreeable information that she had parted her cable.—After having moored her to the *Iphigenia*, Tianna was requested to go on shore, and entreat the King to send off his divers, in order to recover the anchor; and at eight o'clock he came off with them.—The schooner having lain in thirty fathoms water, and not having lost more than three or four fathoms of cable, a very great depth must have remained for the natives to have explored, in order to succeed in the business about which they were to be employed. The following ceremony, however, was to be performed, before they entered upon their search:—When their canoes were arrived at the place

Sunday 14

1788. where the anchor lay, several calabashes with taro-root were presented by  
DECEMBER. a chief to six men, who employed about half an hour at the repast; when one of the chiefs who accompanied them gave three loud yells, and waved a piece of white cloth over his head; at this signal the six men plunged into the sea, and disappeared in a moment.—Four of the six remained beneath the water about five minutes; the fifth continued about a minute longer, and when he came up was almost exhausted; two men immediately seized and dragged him to the boat:—In the mean time there was no appearance of the sixth, who was considered as lost, when he was seen near the surface of the water, but sinking down again; three of the divers, however, plunged instantly after him, and brought him up, but in a senseless state, and with streams of blood issuing from his mouth and nostrils.—It was some time before he was sufficiently recovered to inform them that he had not only got hold of the cable, but had cleared it. This man, according to the account of Captain Funtar of the North West America, was beneath the water the space of seven minutes and an half. It appeared, however, that the anchor was in too great a depth of water to afford any prospect of its being recovered.—These people were amply rewarded for their exertions.

Captain Douglas having given orders to right the anchor, thought it prudent to move further in towards the village of Kowrowa, and dropped anchor in twenty fathoms water, about a quarter of a mile from the shore;—but, finding it to be bad ground, a warp was run out, and the ship hauled into fourteen fathoms water.

Monday 15 At day-light the jolly-boat was sent to sound, when, on its being discovered that the ground was by no means clear of the coral rock, on the Kowrowa side, they weighed anchor, and warped the ship opposite Sandy Bay. on the Karakakooa side, where they dropped the bower anchor in twenty fathoms water, with a bottom of grey sand; the two points  
which



which form the bay, bearing West half North, to South one quarter West, distant off shore about one mile. The evening was employed in killing and salting provisions.

1788.  
DECEMBER.

Tianna had now determined to remain at Owhyhee, as Tome-homyhaw had given him a large tract of land in that island, where he would live in a state of honour and security, which the reigning distractions and jealousies of the government of Atooi would have denied him; besides, it was a matter of no great difficulty to get his wife and the rest of his family from thence to his new settlement.

The weather having been very squally to the Westward for some days past, Captain Douglas was apprehensive of a gale of wind blowing from the sea; he was therefore determined to get under way, and go in search of some place, among the other islands, where the vessels might lie in safety.—In the morning, therefore, they unmoored the ship, but in heaving the small bower they found the cable had parted.—On the very instant this discovery was made, the King and his chiefs secretly quitted the ship and paddled hastily to the shore.—As the clinch was cut, to all appearance by design, there was little doubt on whom to fix the mischief: Tianna, therefore, was sent to inform the King of the circumstance, as well as the suspicions connected with it, and that if the anchor was not found, his town should be blown about his ears.—This threat had the desired effect, for in a short time Tianna returned with a party of divers, who, after a repetition of the ceremonies already described, leaped into the water and disappeared.—The longest period which any of them remained under water was four minutes, but no anchor was to be seen.—They were sent down a second time with the same success.—At length the buoy-rope was hooked with a small grapnel, so that the divers had now no excuse whatever as to the

Friday 19<sup>th</sup>

1788. the uncertainty where the anchor lay ; accordingly two of them went  
 DECEMBER. down with a three and half inch rope, and bent it in twenty fathoms, as well as if they had been on shore, so that this important object was fortunately recovered ; the loss of which would have been very distressing, as they had only one bower left, and an heavy sheet-anchor, but without any cable of sufficient strength to bring the latter to the bows.

Saturday 20 In the morning they had light breezes from the land, and as they were heaving up the anchor, in order to get an offing, an heavy squall appearing to be brewing from the Westward, the King, accompanied by Tianna and several chiefs, came on board ; but the former, when he found that we shot out from the bay, thought it time to depart, and accordingly left the ship, attended by upwards of an hundred canoes.

As soon as they had got an offing they hove to, and the squall clearing away, Tianna's treasures were ordered to be brought upon deck.—They consisted of saws of different kinds, gimblets, hatchets, adzes, knives and choppers, cloth of various fabrics, carpets of several colours, a considerable quantity of China-ware, and ten bars of iron.—These riches, for such they may be truly denominated to the owner of them, were not to be trusted in one bottom ; and as there yet remained about the ship several double canoes that carried each from forty to fifty men, his trunk was handed into one of them, the bars of iron into another, and so on, till he had no less than five canoes charged with his treasure, which was securely lashed to them.—Tianna, after entreating Captain Douglas again and again to bring his family from Atooi to Owhyhee, took a most affectionate leave of him and the whole crew, who had so long been his constant companions and friends ; nor were the latter without their emotions of regard, when they saw the chief, whose amiable disposition and superior qualities had won their sincere esteem through

the connection of a long and dangerous voyage, about to be separated from them.—As Tianna left the ship, accompanied by a numerous train of his relations in their respective canoes, Captain Douglas ordered a salute of seven guns, as a mark of esteem to that respectable chief, and immediately made sail to the North West.

1788.  
DECEMBER.

Though several European vessels have been off the island, yet as the *Iphigenia* alone had anchored in Karakakooa-bay, and Captain Douglas and his people were the only Europeans who have ventured on shore at Owhyhee since the unfortunate death of Captain Cook, the changes which have taken place in the island since that lamentable event, as far as they came to the knowledge of Captain Douglas, may be considered, perhaps, as a matter of sufficient curiosity to justify a cursory mention of them.

Many of the chiefs whom Captain King thought proper to particularize, are no more; and among them the friendly Kaireekkea and the treacherous Koah:—but Eappo, the faithful Eappo, who may be remembered as having brought the bones of the illustrious navigator to Captain Clerke, and who had married Tianna's sister, was now on board the *Iphigenia*, where he had lived ever since her arrival off the island. As to the revolution in the government, the most accurate account, in the opinion of Captain Douglas, was as follows:—

About three years after the death of Captain Cook, Maiha Maiha,—for that was the name which Tome-homy-haw then bore,—had occasion to send a message to the King Terreeoboo, who, for some reason which did not appear, thought proper to put the messenger to death.—But Maiha Maiha being a very powerful chief, and possessing a very bold and active disposition, contrived to unite the greater part of those of his own rank



1788. rank to join with him in forwarding his revenge. He, therefore, went  
DECEMBER. immediately to the King, who became so irritated by his provoking accusations, as to resent the insult by a blow. On this act, which we must suppose to have been considered as in the highest degree criminal in the King himself, the Chiefs of the island sat in judgment during three days; when it was determined by their councils, that Terreeoboo should suffer death. A cup of poison, therefore, was instantly prepared, and being given to Maiha Maiha, was presented by him to the King, who refused it twice; when being informed that another and more dishonourable mode of punishment was at hand, and observing that an executioner stood by his side, in a state of preparation to knock out his brains, the wretched sovereign, in an agony of despair, drank off the deadly draught, and in a few moments fell from his seat and expired.

The same power which doomed Terreeoboo to death, deprived his son of the royal succession, and Maiha Maiha was proclaimed King, by the name of Tome-homy-haw.—Such was the most probable history of this revolution;—though the King himself took no common pains to persuade Captain Douglas that Terreeoboo was poisoned for having encouraged the natives to the murder of Captain Cook.

Tome-homy-haw, however, appeared to be rather an object of fear than love among his subjects.—As far as could be observed, he was of a tyrannic disposition, and possessed few of those qualities which gain a sovereign the first of all titles,—the Father of his people. Captain Douglas mentions a circumstance which proves at least, that if a blow from the hand or a weapon was considered at Owhyhee as a capital offence even in the King, the same violence from the foot was, by no means, considered as partaking of the same criminal nature.—Some of the chiefs proposing, on seeing Captain Douglas shave himself, that

that the King should undergo the same operation, his Majesty thought proper to kick them all, one after the other, not only without fear, but without mercy.

1788.  
DECEMBER.

On the 21st the ships made sail for Mowee, with the wind from the South. At noon the observed latitude was  $20^{\circ} 36'$  North, distant from Mowee four miles. A fresh gale springing up from the Southward, they ran up to the head of the bay, and had regular soundings from thirteen to five fathoms of water over coral-rock, with some spots of sand, where they might have anchored with safety to their cables, if the wind had not blown so fresh on shore. They, therefore, hauled out of the bay, and steered for the West point of the island. At six in the evening, they dropped the small bower anchor in five fathoms and an half of water, over sand and shells, and moored with the stream anchor, half a cable each way.

Sunday 21

1788.

DECEMBER

## C H A P. XXX.

*Arrive off Woahoo.—Reception given by Titeeree, King of it, to Captain Douglas.—The Anchors of both Vessels hove up by the Natives.—Negotiations with the King for the Restoration of them.—Quit Woahoo, and proceed to Atooi.—Anchor in Wymoa Bay.—Tabeo, the Sovereign, retires up the Country, from an Apprehension of Tianna's Arrival.—He returns, and his Alarms subside.—Visits the Iphigenia.—The Dearness of Provisions.—The supposed Causes of it.—Captain Douglas cautioned of secret Designs against him.—His Conduct thereon.—Ship and Rigging repaired.—Proceed towards Oneeheow.—Forced by contrary Gales to Woahoo.—Arrive in Tiroway Bay in Owbyhee.—Friendly Conduct of Tianna and the King.—Alliance entered into by the Princes of the neighbouring Islands, in Favour of the Son of Terreeoboo.—The Assistance given by Captain Douglas to the Sovereign of Owbyhee, and Tianna.—Description of Tiroway Bay.—Large Quantity of Provisions sent by Order of Tome homy-baw.—Quit Owbyhee.—Dispute among the Seamen at Wymoa Bay.—Proceed to Oneeheow for Yams.—Quit the Sandwich Islands, to return to the North West Coast of America.*

**N**O material occurrence took place from the 21<sup>st</sup>, but an attempt of the natives to cut the cable while the Iphigenia was at anchor off the Island of Mowee, for which one of them received a very severe correction.—They had continued, for several days, to beat about in search of a good anchoring place; and on the 30<sup>th</sup>, they worked round the South East end of the Island of Woahoo, and at eight in the evening were

Tuesday 30



close in with a large bay.—The following day at noon, on finding that the current set them down towards a shoal, which the sea broke over with great force, they made sail and pushed out from the land, when they had five, four, and three and an half fathoms of water, about four miles from the shore. At four in the afternoon they tacked and stood in, to try for anchorage; but the wind blowing too fresh on land, and a number of shoals and banks being under their lee, they were obliged to put about.

1788.

DECEMBER.  
Wednesday 31

Having stood off till four in the morning, the wind drew round to the Eastward, and brought clear, moderate weather. They were now informed by the natives that Titeeree, the King, lived on the East-side of the bay.—The jolly-boat was, therefore, sent to sound opposite a sandy bay, while the Iphigenia stood off under an easy sail. At noon the jolly-boat made signal for anchorage, when they accordingly run in and dropped the stream anchor in eleven fathoms of water, over sand and shells, at the distance of about three miles from a village, and two from an high bluff land on the Eastern side of the bay. The two extreme points which form this large bay, bearing from West half North, to East South East. It is called by the natives Witetee, and the only good anchorage appears to be on the Eastern side: while the trade-wind blows, a vessel may ride in safety; but if the wind varies to the South East or West, it then becomes dangerous, on account of the number of shoals and banks which it contains.

1789.

JANUARY.  
Thursday 1

After they had dropped anchor, Captain Douglas dispatched a present to the King, accompanied with an invitation to see him on board, and at four in the afternoon he paid a visit to the Iphigenia. The sovereign of Woahoo was saluted with the discharge of five guns on his arrival on board, and a second present of adzes, choppers and knives was

X x 2

offered

1789.  
JANUARY.

offered to him; when he readily promised that the taboo should be taken off the hogs, as far as it related to them, and that they should be plentifully supplied from the islands of Mowee, Ranai, Morotoi and Woahoo.

Friday 2

In the morning the King repeated his visit, bringing a present of hogs, taro-root and potatoes, with a turtle, and some fish of the trout kind.—Early in the afternoon he went on shore, and soon after Captain Douglas followed him in the jolly-boat. He was received very cordially by Titeeree, who took him round the village, shewed him several plantations, and conducted him to some large ponds, which appeared to be full of fish.—He mentioned also some others where he had a quantity of turtle, and promised to bring one on board the next day.

Saturday 3

The next morning Titeeree visited the ship, with a present of a turtle and some hogs.—About ten o'clock a double canoe, schooner rigged, came round the East point of the bay. The natives were deceived as well as the people in the ship; for they all imagined it to be the North West America, which had not been seen for some days, till the canoe came within a short distance. She had got jib, main-sail and fore-sail as well as those of the schooner.

On the 10th they were joined by Captain Funter, who had been beating off the West point of the island for several days past, without being able to join the Iphigenia.

Nothing of material occurrence took place during the time which the vessels remained at Woahoo, except the loss of both their anchors; which Titeeree, who, in every other respect, behaved with the greatest kindness, contrived, though it blew a gale of wind, to heave up and

get

get a-shore, with their cables. As this was a loss of the utmost consequence, and, situated as they were, would have prevented their future progress, it became absolutely necessary to be very serious in their endeavours to recover them. The King did not attempt to hide the theft; and the people whom Captain Douglas sent to him to demand the restoration of the anchors and cables, saw them lying in his house.—Indeed, they seem to have been taken with no other view than to compel Captain Douglas to leave some of his armourers at Woahoo, as the condition of their being restored. However, the anchors, &c. were regained, on presenting the King with a pistol, a musquet, and a small quantity of ammunition; accompanied also with some very necessary menaces, that if he did not restore the articles he had taken, his town should be laid in ashes.

1789.  
JANUARY.

After having laid in such a stock of provisions as it was in their power to purchase, and having filled some casks with water, at half past five in the afternoon of the 25th, the two vessels got under way, and stood out of the bay. At noon of the following day, the observed latitude was  $21^{\circ} 23'$  North; and the extremities of Woahoo bore from East by South, to North West by North, distant from shore about four miles.

Sunday 25

At two in the afternoon of the 26th, they saw the island of Atooi, bearing West by North half North; and in the course of the night had a strong current setting against them, with the wind from the Westward. At noon of the 29th, they dropped anchor in Wymoa Bay, in twenty-three fathoms of water, over a muddy bottom:—The two extreme points which form the bay, bearing from East South East, to West North West. The Morai on shore, bore North East half North.

Monday 26

Thursday 19

On



1789.  
JANUARY.

On the arrival of the *Iphigenia* and the *North West America* off the island, Taheo, the King, and all the chiefs, had gone to a considerable distance up the country, dreading the effects of Tianna's anger, who, they had been informed, was on board one of the vessels, and had tabooed every thing on shore: but as it was understood that the chief, whose vengeance was so much dreaded, had been left at Owhyhee, messengers were immediately sent after Taheo, who in consequence of this information, returned in about three days to Wymoa; and on his arrival, several canoes were sent off with hogs, potatoes and yams, for which a most exorbitant price was demanded. A couple of hatchets, or eighteen inches of bar iron, was expected even for an hog but of a middle size. This exorbitant disposition arose principally from the suggestions of a boy, whose name was Samuel Hitchcock, who had run away from Captain Colnett, and was become a great favourite with Taheo himself.— Indeed, so great was his influence with the King, that one of the natives having stolen from him a small piece of cloth which he wore round his middle, Taheo ordered the culprit to be pursued to the mountains, whither he had fled, and when the wretched creature was taken, both his eyes were torn from their sockets, a pahoo was then driven through his heart, and his flesh stripped from the bones, as a bait for sharks.

But though Taheo returned to Wymoa, he was by no means without apprehensions as to his safety; nor would he accept of Captain Douglas's invitation to come on board the *Iphigenia*; feigning, as an excuse, that he had been ill used by the crew of a ship some time before. This alarm, indeed, in a short time subsided, and he paid his occasional visits to the ship, and a friendly communication, at least to all appearance, took place between the natives and their European visitors.

At

At the same time, it was hinted to Captain Douglas to be continually on his guard against the designs of the King, and of Abinui his minister; and he was also informed of a poisonous root well known to the inhabitants of the Sandwich Islands, which when ground to powder, might be easily scattered about the ship, or thrown upon their cloaths, without being observed, and whose power is of such a deadly nature, that if the smallest quantity of it should be inhaled by the mouth or the nostrils, the consequence is immediate death. Captain Douglas, therefore, though he did not very much suspect any murderous intention in Taheo, or his people, thought it a prudent precaution, at all events, to make known his intention, if any attempt was made to poison any of the provisions sold to them, that he would not leave a native alive whom he should find within his reach.

But though the quantity of hogs and roots which they could obtain at Atooi, were by no means equal to their expectations, or sometimes even to their immediate necessities, opportunities were taken of doing considerable service, by making such repairs in the sails, cordage, and other articles, which were essentially necessary to the condition of both the vessels. It was therefore determined to proceed to Oneeheow; and as Namitahaw, with six of his relations, and four women, expressed their wishes to accompany Tianna's wife and child to Owhyhee, he took them all on board, in the expectation that they would be of very great service to him in procuring such provisions as he wanted, in the island he was proceeding to visit.

At two in the afternoon of Wednesday, the 18th of February, both vessels got under way; and at sun-setting, Wymoa Bay bore North East. At noon of the following day, the South West end of Oneeheow bore West, at the distance of one mile. But strong gales coming on from the

1789.  
JANUARY.

Wednesday 18

Thursday 19

1789. the North West, and finding that they drove a considerable way to the  
 FEBRUARY. Southward and Eastward of Oneehcow and Atooi, and there being every  
 appearance that the wind would continue to the Westward, Captain  
 Douglas determined to run over to Woahoo, in order to get a fresh supply  
 of provisions, as they had killed their last hog. Accordingly on Saturday  
 Saturday 21 the 21st, at four in the afternoon, a fresh gale springing up from North  
 North West, they bore away for Woahoo. At noon on the following  
 Sunday 22 day, they past the Western point of Witetee Bay, the soundings being  
 from fourteen to three fathoms of water, and distant five or six miles  
 from the shore. Captain Douglas observes that this shoal runs out  
 further than any he had encountered among these islands, and that it  
 lies in the latitude of  $21^{\circ} 22'$  North, and the longitude of  $202^{\circ} 15'$  East  
 of Greenwich.

Monday 23 In the morning of the 23d, they came to their former anchoring  
 ground; and at nine, Titeeree came on board, and some of the passen-  
 gers having informed him of the price paid for provisions at Atooi, he  
 was disposed to imitate the exorbitant demands of the neighbouring  
 island; and no inconsiderable quantity of powder and shot, for those were  
 now become the favourite articles, was demanded for a single hog; so  
 that very peremptory methods were obliged to be employed in order to  
 procure the necessary supplies.

Tuesday 24 A fresh breeze springing up from the Westward about noon, on the  
 24th, Captain Douglas embraced the favourable occasion to get over  
 to Owhyhee, where he hoped to find greater plenty, and more rea-  
 sonable demands.

At noon on the 2d of March, Owhyhee bore from North half West,  
 to South East by South, distant from the shore about two leagues; and  
 very



very shortly after Tianna came on board from a part of the island called Toee-Hye,—and when he had indulged himself for some time in the oppressive joy of yearning nature at the sight of his wife and child, he conducted the ship into a bay called by the natives Tiroway; and at four in the afternoon, they anchored in sixteen fathoms of water, over a fine sand, the two extreme points bearing from South South East half East, distant from the shore about a mile and an half. In the evening, by the provident care of Tianna, they received a considerable quantity of refreshments. Early in the morning the jolly-boat was sent to sound the bay, when good ground was found all across it, from fourteen to twenty-two fathoms of water, over a fine brown sand.

1789.  
MARCH.  
Monday 2

Tuesday 3

The King having been on a fishing party, he did not arrive till four in the afternoon; when he came, accompanied by his Queen and daughter, in two dispatch boats, having quitted his heavy canoes and attendants. He appeared to be overjoyed at their return,—expressed his hopes that Tianna had paid them all proper attention in his absence, and assured them that his power in the island, and all he himself possessed in it, was at their command. Indeed, the quantity of provisions with which he caused them to be furnished, and his anxious endeavours to forward the wishes of Captain Douglas in every thing, proved, beyond a doubt, the sincerity of his professions.

The next day at an early hour, Tome-homy-haw, Tianna, and several other chiefs, came on board the Iphigenia, and soon after the whole company were dismissed by the King, except Tianna; and having thrown a feathered cloak over Captain Douglas, the chief, in the name of the sovereign and himself, began to unfold the secrets of their political situation.

Wednesday 4

Y y

He

1789.

MARCH.

He stated that Taheo, king of Atooi, and Titeeree, the sovereign of Mowee, Ranai, Morotoi, and Woahoo, had entered into a compact with Terreemoweeree, the surviving son of Terreeoboo, who lived on the weather-side of the island, to dispossess Tome-homy-haw of his rank and power, for no other reason but because he had permitted Tianna to fix his settlement at Owhyhee:—That Taheo had been furnished by the Captains Portlock, Dixon, &c. with a quantity of arms and ammunition, on an express condition that he would not afford any supplies whatever to Captain Meares and his associates;—for the truth of which information, he appealed to the reception which that gentleman had lately found on putting into the island of Atooi, where he could not obtain any refreshment of any kind:—And Tianna, with tears in his eyes, and the most affecting expressions, declared his apprehensions of the distress which Captain Meares and his crew must have suffered from the want of provisions before he reached Macao, if he should have been able, by any means, to have completed his voyage to China. The speech, which was of considerable length, concluded with entreating Captain Douglas to leave two of his men behind him, till his return from America, together with a swivel gun, his own fowling-piece, and whatever other arms and ammunition could be spared by him.

The preparations which Captain Douglas had seen at the other islands, and the great demand he had experienced for powder, shot and muskets, induced him to give some credit to the scheme which Tianna had just mentioned: he, therefore, complied with that part of the request which related to the fire-arms, and immediately ordered the carpenter on shore, to form a stage on one of the largest double canoes, to receive the swivel.

In

In the afternoon of the following day, the carpenter having finished the canoe, she was brought along-side the Iphigenia, when the gun was mounted; but it was with great difficulty that the King could prevail on his people to keep their paddles in their hands while he discharged the piece.

1789.  
MARCH.  
Thursday 5

At six in the morning, the wind being from the Southward and Eastward, a signal was made for the King to come on board, when they got under way, steering for the bay of Toee-Hye. The King was accompanied by his Queen, Tianna and other principal chiefs, while those of an inferior rank attended the ship in a fleet of thirty canoes. Tiroway-Bay, which they now quitted, is superior in many respects to that of Karakakooa, the ground being extremely good, with not a spot of coral rock in any part of it: besides, vessels may lie at such a distance from the shore, that if the wind blows, they can clear the land with safety. The latitude of the ship at anchor was  $19^{\circ} 4'$  North. At half past five in the afternoon, the best bower anchor was dropped in ten fathoms of water, opposite the village of Toee-Hye, the two extreme points of this large bay bearing from South West by South, to North West by North, distant from the shore three miles.

Friday 6

In the evening, the King and his company went on shore; and on the following morning sent off a present of thirty hogs, a quantity of salt, cocoa-nuts, potatoes, and taro. As the trade-wind was now blowing fresh, Captain Douglas requested that he might, if possible, be favoured with immediate supplies, as he was in haste to sail for America.—Tome-homy-haw, therefore, dispatched messengers up the country, with orders for every one who had an hog to bring it immediately to the village, on pain of death: and at ten the next morning, he himself came off with a present of fifty hogs, some of which weighed fifteen stone.—

Saturday 7

Sunday 8



1789.  
MARCH.

In the course of the day other necessary articles were sent on board ; and amongst other things were twelve geese. It may be a matter of curiosity to mention that, at the same time, a boat came into the bay with a cock and hen turkey. These animals were going round to breed at the village of Wipeeo. The hen, we were told, had already sat twice, in different parts of the island, and reared her broods to the number of twenty ; so that in a few years there will be a great abundance of that species of fowl in these islands.

Monday 9

In the evening Captain Douglas, after presenting some fire-arms and ammunition to the King and Tianna, took his leave of them ; and at midnight they got under way. Their latitude at noon, on the next day, was  $30^{\circ} 21'$  North. They now proceeded to Woahoo, where having got a considerable quantity of wood, and made some addition to the stock of taro and sugar-cane, they continued their course to Atooi ; and

Thursday 12

in the evening of the 12th came to an anchor about two miles to the

Friday 13

Eastward of the anchoring-ground. At day-light on the 13th, they got the boats out, and towed the ship into her former birth. Taheo and the other principal chiefs were gone to Punna, and Abinui was the only person of consequence remaining at Wymoa, who sent a present of an hog on board, but did not think proper to accompany it.

Saturday 14

In the morning, the long-boat was sent on shore for water, when the men on duty got to quarrelling with so much violence, as to draw their knives against each other ; and when Mr. Viana attempted to part them, a seaman, of the name of Jones, threatened to knock him down. As such a disturbance, if not checked in time, might have been attended with consequences that would prove fatal to the voyage, Captain Douglas ordered Jones to immediate punishment ; to which, with the most horrid execrations, he refused to submit, and run for the fore-top, in expectation

pectation of meeting with the blunderbusses which were generally kept there primed and loaded, in case of an attack from the natives, but was prevented from gaining his object by Captain Douglas, who fired a pistol over his head, and threatened him with a second discharge if he proceeded another step. But as it was very evident that several of the ship's crew were disposed to support him, he was ordered either to deliver himself up to punishment, or instantly to leave the ship; which he did without the least hesitation, and tranquillity was immediately restored.

1789.  
MARCH.

Having compleated their watering, at five in the afternoon they got under way for Oneecheow, in order to obtain a supply of yams. But being prevented by adverse winds, and a current running strong from the Northward, to make Yam Bay, they were forced, to avoid being driven to the leeward, to bear up for the other bay; and in the afternoon of the following day, they dropped anchor in thirteen fathoms of water; the bearings of the two points being from South by East, to North by East; the small island of Tahoorā bore at the same time, South South West half West, distant from the shore one mile and an half. In the evening, Captain Douglas being informed of a design agitated by several of the seamen to go off with the jolly-boat, gave orders to the officers to keep a strict watch; nevertheless, during the night, the quarter-master and two of the sailors had got on shore in some of the canoes that were along-side. They had formed a plan to get off with the boat, and at the same time to set fire to the ship; but being prevented in their diabolical enterprise, they had taken an opportunity to escape to the island. Two of them, however, by the active zeal of honest Friday, a native of Oneecheow, who has already been mentioned in these pages with the esteem he so well deserves, were shortly brought back to the ship; but the quarter-master, who was the ringleader in the mischief,

Sunday 5

1789.  
MARCH.

could not be brought off on account of the surf, and was therefore left behind: for such was the situation of both vessels, being in want of many necessary articles,—the North West America having also lost her anchor,—that though, according to his instructions, Captain Douglas was to have proceeded to the Northward, he was under the necessity of disobeying them, and proceeding immediately to the Coast of America, where he had every reason to hope he should meet with a ship from China.

The Iphigenia and the Schooner had now been near four months among these islands; and it is to the honour of Captain Douglas, that he conducted himself with that prudent attention to circumstances, as to have avoided any serious dispute with the natives of any of them.

CHAP.



1789.  
MARCH.

## C H A P. XXXI.

*They leave Oneeheow, and proceed on their Return to the North West Coast of America.—Pass Bird Island.—Particular Circumstance respecting the Com-pass.—The Arrival of the IPHIGENIA and the NORTH WEST AMERICA at Nootka Sound.—The latter dispatched on a Trading Voyage, and the Reasons of it.—The Arrival of a Spanish Ship.—The Conduct of the Spanish Com-mander.—Seizure of the IPHIGENIA, &c.—She is obliged to leave Nootka Sound, and proceeds to the Northward.—Trade with the Natives of the Coast.—Anchor off a Village named Fort Pitt.—Description of Buccleugh's Sound.—Anchor in Haines's Cove.—A War threatened between two Tribes of Natives.—The Means employed to prevent it.—An Account of Mac Intire's Bay.—Examine Cox's Channel.—A Design formed by the Natives to get Possession of the Ship.—Discovered to Captain Douglas by the Women.—Friendly Conduct of a Chief named Blakow.—All the Bar-Iron ex-pended.—Pass Cox's Channel.—Trade with the Natives of Tatane.—Quit the Coast of America.—Return to the Sandwich Islands.—Fortu-nate Escape from a Design of the King and Chiefs of Owwhybee on Captain Douglas and his People, &c.—Touch at the different Islands for Provisions, &c.—Proceed on their Voyage to China.—Arrive off Macao, &c.*

HAVING got about a month's store of yams, the two vessels set sail; and having lost sight of the island of Oneeheow on the 18th, they proceeded in company to the North West, with the wind from North North East. At three the next morning, land was seen a-head; and at four, being almost close up with it, they hove to till day-light.

This

Wednesday 18

1789.  
APRIL.

This island or rock, bears the form of a saddle, high at each end, and low in the middle. To the South it is covered with verdure; but on the North, West and East sides, it is a barren rock, perpendicularly steep, and did not appear to be accessible but to the feathered race, with which it abounds. It was therefore named Bird Island. It lies in the latitude of  $23^{\circ} 07'$  North, and in the longitude of  $198^{\circ} 10'$  East, by a medium of several observed distances of the sun and moon.

Nothing very material took place during the voyage of the *Iphigenia* and North West America back to Nootka Sound. They both suffered those inconveniencies which may be supposed to arise from the scanty store of many articles necessary for the comfort and navigation of a ship.—It may be proper, however, to mention, that in the beginning of April, for two or three days together, it became impossible to steer the ship, the compasses flying about each way four or five points in a moment.—Captain Douglas remarks, that he experienced the same phenomenon last year about the same latitude. The latitude at this time was from  $36^{\circ} 19'$  to  $36^{\circ} 10'$  North, and the longitude from  $208^{\circ} 15'$  to  $210^{\circ} 13'$ .

The whole transactions concerning the *Iphigenia*, after her arrival at Nootka Sound, with the conduct of the Spanish commander, which have formed a subject of dispute between the Crowns of Great Britain and Spain, are stated at large in the Memorial presented by me to the House of Commons;—I must therefore refer the reader to the Appendix of this volume, where he will find the Memorial, with various other papers, explanatory of the mercantile plans and operations of the Associated Company for carrying on a Trade between China and the North West Coast of America.

The Iphigenia being permitted by the Spanish commodore to depart, they quitted Friendly Cove, as is seen in the Memorial, and continued their course to the Northward, with the wind at South East.—At sunset on the 4th, the Southern extremity of Charlotte's Islands bore from West North West, to West by South, distant two leagues.—At noon the next day the weather was thick and foggy.—The latitude by account was  $52^{\circ} 33'$  North ; longitude  $228^{\circ} 27'$  East.

1789.

JUNE.

Wednesday 3

Thursday 4

Friday 5

In the morning of the 6th the fog cleared away, and there were a great number of sea-otters playing round the ship.—At eleven they saw a small barren island.—At noon the latitude by account was  $54^{\circ} 7'$  North, and the longitude  $229^{\circ} 9'$  East.—At three in the afternoon, the current having set them to leeward, and out of sight of the island, and being furrounded with a number of small islets and rocks, they bore up to look out for some place of shelter before night.—At five they passed between a low island and the main land.—At ten it fell calm, and the current set them down to a small island, and no soundings to be obtained with eighty fathoms of line ; the boats were therefore hoisted out, and the ship towed clear of the island, into 26 fathoms water, when they dropped the stream anchor over a muddy ground.

Saturday 6

At break of day it was low water, when a ledge of rocks was seen above water, within less than a cable's length of the ship : a breeze springing up, they weighed anchor and worked out of the sound. At eleven the wind dying away, the stream anchor was dropped in fifty-five fathoms water, at the entrance of the sound. At noon a breeze sprung up from the South East, when they weighed and stood to the South West. The latitude by observation was  $54^{\circ} 45'$  North, and the longitude  $229^{\circ} 15'$  East.

Sunday 7



1789.  
JUNE.

Monday 8

The weather was now become fair and moderate; and the early part of the afternoon, on observing a canoe paddling towards the ship, they shortened sail, and purchased three cotfacks of the sea-otter's skin.—The natives made Captain Douglas understand that there were more nickees at a village to which they pointed.—He therefore wore, and stood to the North East, in company with the canoe; and at six dropped the stream anchor in thirty-five fathoms water, opposite a village which stands upon an high rock, and has the appearance of a fort. This place, which is in the latitude of  $54^{\circ} 58'$ , longitude  $229^{\circ} 43'$  East, Captain Douglas named Fort Pitt. They bought several otter-skins of the natives; but in the morning, there being no signs of any further traffic, they weighed anchor and stood to the Westward.—At noon the observed latitude was  $54^{\circ} 46'$ , and the longitude  $229^{\circ} 12'$  East.

In this large sound, which was now named Buccleugh's Sound, there are several arms and branches, some of which take an Easterly direction, and run as far as the eye could reach; one or two others took a Northerly direction, and, in the opinion of Captain Douglas, communicate with Port Meares and Sea Otter Sound.—The two capes, which form Buccleugh's Sound, were named Cape Farmer and Cape Murray.—The former, which is the Southernmost, lies in the latitude of  $54^{\circ} 35'$  North, longitude  $229^{\circ} 16'$  East; and the latitude of the latter is  $54^{\circ} 43'$  North, and its longitude  $228^{\circ} 10'$  East.—A low island, covered with trees, about three leagues in circumference, which they passed the day before, and lies off Cape Farmer, was named Petries Island.—It is in the latitude of  $54^{\circ} 42'$ , and in the longitude of  $229^{\circ} 20'$ .—An high mountain on the West side of the sound, where they perceived the appearance of a village with their glasses, was called Mount Saint Lazaro.—It lies in the latitude of  $54^{\circ} 52'$  North; longitude  $228^{\circ} 56'$  East. At eleven at night they made sail to clear a small rocky island that lies off Cape Murray.

At

At noon the next day the entrance of Port Meares bore West by North, but having only the nine inch cable which was got from the Spaniards, Captain Douglas did not think it prudent to bring up there, on account of its exposure to the South East winds; but having, at this time a leading breeze, they steered right up the sound, passing seven or eight islands which lie in the middle of it.—In the afternoon the long-boat was ordered out, and an officer sent to sound and discover some place of shelter.—In about three hours he returned, having found out a fine cove, about four miles higher up the sound; and at seven in the evening they dropped the bower anchor in fifteen fathoms water, over sand and shells, about half a mile from the larboard shore, and at twice that distance from the starboard shore.

1789.  
JUNE.  
Tuesday 9

Captain Douglas represents this harbour as by much the best he had seen on the coast of America.—The entrance of it is not more than half a mile from shore to shore, off which an island is situated of about a mile in circumference; so that a vessel may lay there in a state of security from all winds.—At the bottom of this cove, which is about two miles from the entrance, there is a very fine beach, and in the middle of it there is also a small island, round which the tide flows:—It was named Haines's Cove, and is in the latitude of  $54^{\circ} 57'$  North, and longitude  $228^{\circ} 3'$  East.

Friday 13

Several succeeding days were employed in purchasing furs, fish, and oil, and making some necessary repairs to the ship and rigging:—Nor did any thing material happen till the afternoon of the 17th, when the chiefs of the two villages, on different sides of the cove, having had some disagreement, they prepared for war, and a very bloody conflict, to all appearance, was prevented, by the interposition of the women, which, after a very loud and angry debate, that lasted upwards of an hour, pro-

Wednesday 17

1789.  
JUNE.

duced a reconciliation between the hostile parties.—One of the chiefs, attended by his canoes, paddled round the *Iphigenia*, and chaunted a song as an acknowledgment to Captain Douglas, that he had not taken part in the dispute; while the other party were received at the village of their tribe, by the women and children, with the tuneful acclamations of welcome or of triumph.

Friday 19

At eight o'clock, on the morning of the 19th, a breeze springing up from the South West, they weighed anchor, and made sail out of the cove.—At noon, the extremes of the land, from Cape Murray, which forms Port Meares, bore North East by East, to an high bluff, which was now named Cape Irving:—The latter lies in the latitude of  $54^{\circ} 49'$  North, and the longitude  $227^{\circ} 43'$  East.—The two capes, bearing about East and West from each other.—The North West point of Charlotte's Islands also bore South by West half West, distant twelve or fourteen leagues.

The weather was moderate and cloudy, with the wind from the South West.—At sun-set, there being the appearance of an inlet, which bore South South West, they stood across a deep bay, when they had irregular soundings, from twenty-six to eleven fathoms water, at the distance of two leagues from the shore;—the wind dying away they dropped the stream-anchor, the two points which form the bay, bearing from West, one quarter North, to North East half East, distant from the shore four miles. It was now named M<sup>c</sup>Intire's Bay, and lies in the latitude of  $53^{\circ} 58'$  North, and longitude  $228^{\circ} 6'$  East.

Saturday 20

In the morning of the 20th, the long-boat was dispatched to the head of the bay, to discover if there was any passage up the inlet;—and the account received on her return was, that toward the head of the bay



bay a bar run across, on which the long-boat got a-ground; but that within it there was the appearance of a large sound. Several canoes now came along-side the ship, and having purchased their stock of furs, Captain Douglas got under way to look into an inlet which he had observed the preceding year.—At noon it was exceeding hazy, and no observation was made.

1788.  
JUNE.

Early in the afternoon the long-boat was sent, well manned and armed, to examine the inlet and sound for anchorage; and soon after, twelve canoes being seen making their way towards her, while several others were coming off to the ship, Captain Douglas made sail after the long-boat, which had already made a signal for anchorage.—At five o'clock they dropped the bower anchor in twenty-five fathoms water, about four miles from the shore, and two from a small barren, rocky island, which happened to prove the residence of a chief, named Blakow-Coneehaw, whom Captain Douglas had seen on the coast in his last voyage.—He came immediately on board, and welcomed the arrival of the ship with a song, to which two hundred of his people formed a chorus of the most pleasing melody.—When the voices ceased, he paid Captain Douglas the compliment of exchanging names with him, after the manner of the chiefs of the Sandwich Islands.

At seven in the morning they stood up the inlet, and at nine came to in eighteen fathoms water, when they moored the ship with the stream-anchor. Through this channel, which is formed by Charlotte's Islands, and an island that lies off the West end of it, the tide was found to run very rapid. The passage takes its course East and West, about ten or twelve miles, and forms a communication with the open sea.—It was now named Cox's Channel —Very soon after the ship was moored, the long-boat was sent to sound in the mid-channel, but no soundings

Sunday 21

1789. soundings could be obtained with eighty fathoms of line; but near the  
JUNE. rocks, on the starboard shore, they had twenty and thirty fathoms water.

Having been visited the preceding night by two canoes, which lay on their paddles, and dropped down with the tide, as was supposed, in expectation of finding us all asleep, they were desired to keep off, and finding themselves discovered they made hastily for the shore. As no orders had been given to fire at any boat, however suspicious its appearance might be, these people were suffered to retreat without being interrupted.—This night, however, there happened to be several women on board, and they gave Captain Douglas to understand, that if he or his crew should fall asleep, all their heads would be cut off, as a plan had been formed by a considerable number of the natives, as soon as the lights were out, to make an attempt upon the ship.—The gunner therefore received his instructions, in consequence of this information, and soon after the lights were extinguished, on seeing a canoe coming out from among the rocks, he gave the alarm, and fired a gun over her, which was accompanied by the discharge of several muskets, which drove her back again with the utmost precipitation.

Monday 22

In the morning the old chief, Blakow Coneehaw, made a long speech from the beach; and the long-boat going on shore for wood, there were upwards of forty men issued from behind a rock, and held up a thimble and some other trifling things, which they had stolen from the ship;—but when they found that the party did not intend to molest them, they gave a very ready and active assistance in cutting wood, and bringing the water-casks down to the boat.—Some time after the chief came on board, arrayed, as may be supposed, in a fashion of extraordinary ceremony, having four skins of the ermine hanging from each ear, and one

from his nose; when, after Captain Douglas had explained to him the reason of their firing the preceding night, he first made a long speech to his own people, and then assured him that the attempt which had been made, was by some of the tribe who inhabited the opposite shore; and entreated, if they should repeat their nocturnal visit, that they might be killed as they deserved.—He added, that he had left his house, in order to live along-side the ship, for the purpose of its protection, and that he himself had commanded the women to give that information which they had communicated.—This old man exercised the most friendly services in his power to Captain Douglas, and possessed a degree of authority over his tribe, very superior to that of any other chief whom they had seen on the Coast of America.

1788.  
JUNE.

In the afternoon Captain Douglas took the long-boat and ran across the channel, to an island which lay between the ship and the village of Tatanee, and invited the chief to be of the party; who, having seen him pull up the wild parsley and eat it, he was so attentive as to order a large quantity of it, with some salmon, to be sent on board every morning.

At six o'clock in the morning of the 23d, finding the ground to be bad, they ran across the channel to a small harbour, which is named Beal's Harbour, on the Tartanee side; and at ten dropped anchor in nineteen fathoms water, about half a cable's length from the shore; the land locked all round, and the great wooden images of Tartanee bore East, one quarter North; the village on the opposite shore bearing South half West.—This harbour is in the latitude of  $54^{\circ} 18'$  North, and longitude  $227^{\circ} 6'$  East.—It was high water there at the change, twenty minutes past midnight; and the tide flows from the Westward, sixteen feet perpendi-

Tuesday 23



1789. pendicular.—The night tides were higher, by two feet, than those of  
JUNE, the day.

The three following days were employed in purchasing skins, and preparing to depart; but as all the stock of iron was expended they were under the necessity of cutting up the hatch-bars and chain-plates,

Saturday 27 On the morning of the 27th, as soon as the chief returned, who had gone on shore the preceding evening, to get a fresh supply of provisions, Captain Douglas gave orders to unmoor, and a breeze springing up, at half past nine they got under way, and steered through Cox's channel, with several canoes in tow.—At eleven, having got out of the strength of the tide, which run very rapid, they hove to, and a brisk trade commenced with the natives, who bartered their skins for coats, jackets, trowsers, pots, kettles, frying-pans, wash-hand basons, and whatever articles of a similar nature could be procured, either from the officers or the men; but they refused to take any more of the chain-plates, as the iron of which they were made proved so brittle that it broke in their manufacturing of it.—The loss of the iron and other articles of trade, which had been taken out of the ship by the Spaniards, was now very severely felt, as the natives carried back no small quantity of furs, which Captain Douglas had not the means of purchasing.

This tribe is very numerous; and the village of Tartanee stands on a very fine spot of ground, round which was some appearance of cultivation; and in one place in particular it was evident that seed had been lately sown.—In all probability Captain Gray, in the sloop Washington, had fallen in with this tribe, and employed his confederate friendship in forming this garden; but this is mere matter of conjecture, as the real fact could not be learned from the natives. From the same benevolent spirit

spirit Captain Douglas himself planted some beans, and gave the natives a quantity for the same useful purpose; and there is little doubt but that excellent and wholesome vegetable, at this time, forms an article of luxury in the village of Tatanee. This people, indeed, were so fond of the cookery practised on board the *Iphigenia*, that they very frequently refused to traffic with their skins, till they had been taken down to the cabin, and regaled with a previous entertainment.

1789.  
JUNE.

The weather had been so thick and hazy, since they had quitted Nootka Sound, that it was impossible to get a sight of the moon or stars for the purpose of making an observation; Captain Douglas, therefore, was under the necessity of reducing the longitude of the different places which he visited, from the observations he had made during his voyage of the preceding year.

The *Iphigenia* now proceeded on her way to the Sandwich Islands, and without the intervention of any occurrence that merits a particular relation;—and it appeared on the 18th of July, by a medium of several observations, that she was in the longitude of  $206^{\circ} 20'$ . And at sun-rise of the 20th, the extremes of Owhyhee bore from North East by North, to South half East, two leagues off shore.

JULY.  
Saturday 18

Monday 20

The second visit of Captain Douglas to these islands had well nigh completed the misfortunes of his voyage;—as a plan had been formed by the chiefs of Owhyhee to cut him off with his crew, and then to rob and destroy the ship.—Indeed it was in a great measure owing to the manly and prudent conduct of Captain Douglas that this scheme, which was regularly formed and adjusted, proved abortive.—This design was to have been executed on board the *Iphigenia*; and the treacherous chiefs, who were to have taken the lead in the business, had already introduced them-

1789.  
JULY.

selves into the ship.—One of them had got a pistol, others held daggers in their hands ; and, as it may be supposed, all were, in some way or other, secretly armed, because, as it afterwards appeared, each had his allotted part to perform in the intended massacre. The king's elder brother and Aropee had engaged to kill Captain Douglas ;—Pareeonow was appointed to stab Mr. Adamson, the principal officer ;—Terreametee, the younger brother of the king, was to perform the same inhuman office for the boatswain, and the other chiefs had each his murderous work assigned him ; which being compleated, a signal was to have been given for the natives, who lay in their canoes, to get on board, and to throw all that remained alive into the sea.—The vessel was then to have been pulled in pieces, and carried up into the mountains, in order to prevent any suspicions of what had happened from alarming such strangers as might visit the island at any future period.

Such was the account which Tianna gave to Captain Douglas, with tears and lamentations, of the intended tragedy, in which, though he could not prevent the design, he refused to co-operate, and had employed his servant to give notice of it ; but the man had been so closely watched by some or other of the chiefs, that he had not found an opportunity to make the purposed communication.

When, however, Captain Douglas saw the chiefs armed, and found that the queen had been secretly conveyed away from the ship : he began to suspect mischief and acted accordingly. He took care, in the first place, not to betray any signs of apprehension or alarm ; and very properly conceiving that if he should call his people up to prevent the apparent danger, it might drive the insidious people to some act of despair that might produce very fatal consequences to the ship,—he determined to try a more tranquil method ; and, under various pretences,



tences, got a pistol from one of the chiefs, and a dagger from another, and being armed himself, he waited with impatience for the arrival of Tianna, who was on shore, to determine in what manner he should finally proceed. In a very short time that chief came on board, and Captain Douglas taking him alone into his cabin and bolting the door, he insisted upon being informed concerning the intentions of the king and his people, when Tianna threw himself upon the floor, in an agony of distress, and unfolded what has been already related,—laid the whole blame on the king, and recommended that he should be instantly put to death. Captain Douglas immediately jumped on deck, with a loaded pistol in each hand, which had such an effect on the chiefs, who were assembled there, that they quitted the ship in an instant, and drove their canoe swiftly to the shore.

1789.  
JULY:

Such an hostile and treacherous conduct in the king and his attendants, as we have just related, might be supposed to have broken off all intercourse between the ship and the natives; but as it was absolutely necessary to procure provisions for the future part of the voyage, an humiliating apology was received from Tome-homy-haw, for what had passed, who laid all the blame on his chiefs; and a communication was renewed with the natives, which produced great plenty of hogs and fruit, as well as bass-rope, the latter article being provided on account of the miserable state of the cordage, &c. on board the ship.

On the 27th, Captain Douglas, after having left letters for myself and Captain Funter, in case either of us should touch at Owhyhee, quitted the island.—Tome-homy-haw, to the last, intreated forgiveness, and expressed the deepest concern for the alarm which he and his chiefs had occasioned; and Tianna, with all the sensibility of an honest and ingenuous mind, continued to lament it.—Indeed, such was their conduct

Monday 27

1789.  
AUGUST. and behaviour when the moment approached for the Iphigenia to depart, that there can be no doubt but that British ships will hereafter find in this island, all the comfort, protection, and friendship, which Tomehomy-haw and Tianna may have it in their power to procure them.

Tuesday 28 On the following day they came to an anchor in Witetee Bay, in the Island of Woahoo; but every article of trade being now expended, the armourers were ordered to cut up the rudder chains, in order to purchase the provisions with which several canoes had come laden from the shore.

Monday 10 After touching at the other islands for water, yams, &c. on the 10th of August, they quitted the Sandwich Islands, and made sail to the Westward.

On the 4th of October, without having met with any intervening occurrence of particular curiosity, apprehension, or good fortune, that would justify a description, they saw the Coast of China; and, on the following day, the Iphigenia, after her long and various voyages, and all the dangers as well as interruptions encountered in them, arrived safe, and came to an anchor in the roads of Macao.

THE END.

*A Sketch*  
of  
**RAFT-COVE,**  
*taken by M<sup>r</sup> Funter, Master of the*  
**NORTH WEST AMERICAN.**

Lat.  $50^{\circ}35' N.$

Lon.  $231^{\circ}55' E.$  of Greenwich

*Engraved by T. Foot.*





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# T A B L E S

OF THE

## ROUTE of the FELICE, the VARIATION of the COMPASS, and METEOROLOGICAL OBSERVATIONS, during the VOYAGE.

N. B. In these TABLES, the Situation of the Ship, at Noon, is in general set down ; and the Variation as observed some Time of the same Day.

### T A B L E I.

From CANTON in CHINA, to the PHILIPPINE ISLANDS.

Time.	Latitude North.		Longitude East.		Variat. East.	Wind, Weather, and Remarks.
1788.	Deg.	Min.	Deg.	Min.	Deg. Min.	
Jan. 22	21	33	—	—	—	South East, light breezes, and at times extremely foggy.
23	20	54	114	24	—	{ Variable; light breezes, with fresh gales: cloudy, hazy, and at times extremely foggy.
24	18	54	115	8	—	{ Variable; squally with hard rain: fresh breezes, with a great sea from N. E.
25	18	0	117	1	—	{ E. N. E. and N. E. by E. gloomy and unpleasant, with a heavy sea.
26	17	5	118	0	—	{ N. E. by N. and N. E. strong gales: during the night it blew extremely hard, with a great hollow sea.
27	16	20	119	12	—	{ Variable; a very high sea from the N. E. great quantities of rock-weed and drift-wood.
28	16	16	—	—	—	{ N. E. and N. by E. fresh breezes and cloudy first part, afterwards moderate and fine. Luconia N. N. E. to E. S. E. 12 or 14 leagues.
29	15	52	—	—	—	{ Variable; moderate breezes and fine weather. Luconia N. N. E. to S. S. W. 6 leagues.
30	15	19	—	—	—	{ Variable; and fine weather. Land N. by E. to N. E. by E. 6 leagues.
31	13	45	—	—	—	{ Variable; fresh breezes and fine. Goat Island N. E. by N. 6 leagues. Luconia N. by W. to S. E. 14 leagues. The Luban Isles.
Feb. 1	12	59	—	—	—	{ Variable; fresh breezes and fair: the night tempestuous, and a high sea. Between Mindoro and the Calamines.
2	12	36	—	—	—	{ Variable; moderate and pleasant; the night tempestuous. Under the shores of Mindoro.
3	10	53	—	—	—	N. E. Weather moderate. Panay N. E. by E. to S. E. 9 leagues.
4	10	36	—	—	—	Variable; moderate breezes and fine. Panay 4 miles.
5	8	51	—	—	—	Variable; fresh breezes and clear.
6	7	22	—	—	—	{ N. E. and variable; pleasant breezes and fair. Magindanao E. 7 or 8 leagues.
7	7	8	—	—	—	{ N. N. W. and variable; moderate breezes and fine. Basilan S. S. W. 9 leagues. On the Magindanao Shore.
8	6	58	122	28	—	{ Variable; light airs. At anchor at Fort Caldera, at Samboingan, in Magindanao.

# A P P E N D I X.

## T A B L E II.

ROUTE of the FELICE from SAMBOINGAN, to NOOKTA, or KING GEORGE'S SOUND, on the N. W. COAST of AMERICA.

Time.	Latitude. North.		Longitude East.		Variat. East.	Winds, Weather, and Remarks.
1788.	Deg.	Min.	Deg.	Min.	Deg. Min.	
Feb. 12	6	34	—	—	—	{ N. N. W. fresh gales; Basilan S. W. by S. to W. N. W. 4 leagues, and two small islands, named Felice's Islands, N. by E. 4 miles.
13	6	48	124 50	—	1 10	{ Light and variable winds; sultry and cloudy; in the night heavy rain off Magindanao.
14	6	2	—	—	—	{ Variable light airs; hot and sultry: hard rain during the night. Magindanao E. half N. 8 leagues.
15	4	58	126 36	—	—	{ E. N. E. light breezes and cloudy; during the night windy; two small islands S. S. E. 5 leagues. Magindanao N. 13 leagues, and several other small islands; and one almost level with the water, half a mile, which we called Providence Island.
16	3	32	127 58	—	—	{ N. E. fresh breezes and fine; passed between two small islands. The Talour Islands N. N. E. Sanguir Island W.
17	2	40	128 10	—	—	{ N. E. and E. N. E. strong breezes and fair. Land E. 12 leagues. Land at S. S. W. North Cape E. 14 leagues. Morintay N. E. by E. half E. to E. S. E. 6 leagues.
18	2	35	—	—	—	{ N. E. strong wind and squally; passed between Riou and Jelolo; Morintay in sight.
19	1	47	—	—	—	{ N. E. by N. and N. moderate breezes, with flying showers of rain; passed a number of small islands, between Morintay and Jelolo. Riou S. W. by W. to S. W. half S. 9 leagues. Jelolo S. S. W. to S. E. 11 leagues.
20	1	56	—	—	—	{ N. E. light airs and fine weather. Morintay S. by W. half W. to W. by N. half N. 16 leagues. Jelolo S. by W. to S. W. 14 leagues.
21	1	9	—	—	—	{ N. E. light breezes and fine. Morintay N. W. to W. 14 leagues.
22	0	22	131 10	—	—	{ N. E. light breezes and cloudy. Land seen E. S. E. to W. by N. 9 leagues. Wagiew S. E. by E. to W. 6 leagues.
23	0	20	131 31	—	—	{ Variable, and N. W. squally with rain. Wagiew S. E. half E. to S. W. by W. 4 leagues; two small islands in the N. E. quarter.
24	0	26	132 19	—	2 0	{ W. N. W. light breezes, squally with rain. The Tattee Islands in sight.
25	1	2	133 53	—	—	{ W. S. W. and W. N. W. light breezes and sultry. Near the Tatee Islands.
26	1	2	135 38	—	—	{ W. N. W. pleasant breezes and fine weather, with a large swell from the N. E. and very sultry. Passed the Tattee Islands.
27	0	56	136 35	—	1 0	{ Variable; close and sultry; thunder and lightning; squalls of rain. Passed the Freewill Islands.
28	0	55	137 38	—	—	{ Variable; light winds, sultry and squally, with much rain, thunder and lightning.—Near the Freewill Islands.



# A P P E N D I X.

## TABLE II. *continued.*

ROUTE of the *FELICE* from SAMBOINGAN to NOOTKA, or KING GEORGE'S SOUND, on the N. W.  
COAST of AMERICA.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
<i>Feb.</i> 29	1 7	137 10	—	{ S. E. light airs, with frequent squalls of rain; near the Freewill Islands.
<i>March</i> 1	1 40	136 56	—	{ Variable; from N. E. to E. N. E. thick cloudy weather, very fultry, and heavy squalls of rain.
2	2 52	136 37	2 30	N. E. moderate breezes, cloudy, squally, and heavy rain.
3	3 5	137 9	2 30	N. Easterly, extremely tempestuous, and very heavy rains.
4	3 —	137 59	—	N. E. very squally, great rains, and much sea.
5	3 14	138 58	—	N. E. moderate, cloudy; a great swell from N. E.
6	3 14	139 58	—	Variable, light breezes, squalls of rain.
7	2 58	141 18	—	N. Easterly, squally, with showers of rain.
8	2 55	142 47	—	{ N. Easterly, squalls, much thunder, lightning, and heavy rain; after, light breezes and fultry.
9	3 17	142 25	—	Variable, light winds, flying showers.
10	3 22	—	—	Variable, light airs, close and fultry.
11	3 50	142 55	2 18	N. Easterly, squally, hard rain, close and fultry.
12	3 15	144 25	—	N. N. E. squally, hard rain.
13	2 45	145 37	—	Variable; moderate breeze, cloudy, very fultry.
14	2 27	146 35	—	N. N. E. pleasant breezes, fine weather.
15	2 41	145 15	—	Variable, light airs, extremely fultry.
17	3 25	146 30	—	N. Easterly, moderate breezes, fine, and extremely fultry.
18	4 14	147 58	—	E. N. E. light breezes and fine weather.
19	5 12	147 9	4 —	N. E. moderate breezes and fine weather.
20	6 37	146 3	4 —	Variable light breezes and fine weather; a large swell from N. E.
21	8 22	145 4	3 26	N. E. pleasant breeze, cloudy; a large swell.
22	9 48	145 18	3 12	Variable; fresh breezes, flying showers of rain and cloudy.
23	11 18	144 45	3 6	N. E. pleasant breezes, squalls of rain.
24	12 36	143 58	3 10	N. Easterly, pleasant breezes and fine weather.
25	14 —	142 58	3 50	N. E. pleasant breezes, fine weather.
26	15 26	142 26	3 36	N. E. pleasant breezes, fine weather.
27	17 2	141 45	—	{ N. E. fresh breezes, fine weather; numbers of birds seen about the ship.
28	18 7	141 12	—	N. E. cloudy, squalls of rain.
29	19 29	140 25	4 24	N. E. fresh breezes, much swell, a heavy and confused sea.
30	21 2	139 48	4 24	N. E. light breezes, hazy.
31	21 53	140 26	—	E. by S. and S. E. light airs and hazy.
<i>April</i> 1	22 26	139 38	—	{ Variable; clouds black and heavy, thunder and lightning; numerous flocks of birds.
2	—	—	—	{ Variable; fresh breezes, cloudy, thunder and lightning, with a very heavy sea and some rain, with a terrible whirlwind.

# A P P E N D I X.

## TABLE II. *continued.*

ROUTE of the *FELICE* from SAMBOINGAN to NOOTKA, or KING GEORGE'S SOUND, on the N. W. COAST of AMERICA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
April 3	24 56	143 39	—	{ N. W. violent gales, with thunder, lightning and rain, and a mountainous sea.
4	24 44	145 41	—	{ N. E. strong breezes and clear; land seen E. N. E. distance 8 leagues.
5	—	146 12	—	{ S. E. fresh breezes, some rain, thick and hazy. Two small islands abreast, 5 or 6 miles; we named them the Grampus Isles.
6	27 30	148 37	3 20	N. W. strong breezes, a heavy rain, steady gales and clear.
7	28 14	151 56	—	W. N. W. strong gales, a heavy sea, weather clear, and very cold.
8	28 58	154 19	2 24	N. W. fresh breezes and clear weather: and very cold.
9	29 50	157 4	2 —	{ N. N. W. strong breezes and fair weather: saw a rock at E. N. E. half N. 1 league; we named it Lot's Wife: Rock-weed and flocks of birds seen.
10	30 5	158 48	—	N. N. W. pleasant breezes, and fine.
11	31 22	159 36	—	Variable, light breezes; cloudy, but pleasant.
12	33 18	—	4 24	{ South; fresh breezes and fine weather; rock-weed, flocks of birds, a piece of a canoe and a piece of timber seen.
13	—	—	—	{ S. S. E. a strong gale, gloomy and overcast, small rain and thick weather, and a great sea; saw rock-weed and a reddish spawn.
14	36 20	167 —	—	{ N. W. hard gales and a heavy rain, and a very confused sea; passed more weed.
15	36 49	168 48	6 52	South; light airs and clear weather.
16	38 40	171 26	—	{ S. E. fresh breezes and drizzling rain, strong breezes and hard rain.
17	38 51	175 10	9 20	{ E. S. E. hard gales, much rain and a heavy sea; passed a large turtle, large flocks of birds and rock-weed; clear, and extremely cold.
18	39 21	178 3	—	Variable; strong gales and a large sea.
19	40 20	—	10 23	{ S. W. and S. S. E. strong gales, with squalls of rain; thick and hazy, and a heavy sea.
20	40 38	182 9	10 23	Variable; squally and constant rain; passed a piece of drift wood.
21	41 14	182 29	11 26	Easterly; light airs, cloudy, and very cold.
22	41 44	185 8	12 52	{ Variable; light breezes, cloudy, hard gales, with squalls of snow and fleet, and extremely cold; passed a large log of wood.
23	41 35	189 25	—	{ W. N. W. strong gales, squally, a high sea with hail and snow; flocks of birds and rock-weed seen, and the trunk of a large tree.
24	—	—	—	{ W. N. W. and S. by E. very hard gales; a hard rain, and an exceeding great sea.
25	43 —	196 28	—	W. N. W. very hard gales, with rain, and an immense high sea.

# A P P E N D I X.

## T A B L E II. *continued.*

ROUTE of the FELICE from SAMBOINGAN to NOOTKA, or KING GEORGE'S SOUND, on the N. W. COAST of AMERICA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
April 26	43 35	200 13	—	S. and S.W. by W. strong gales, squally, and a great hollow sea.
27	43 50	204 36	—	S. W. strong gales, squally, with rain.
28	44 33	209 36	—	S. strong gales, hazy, and a heavy sea.
29	45 19	204 2	—	S. S. W. strong breezes, foggy, and much sea.
30	45 46	207 45	—	{ W. N. W. squally, with showers of rain and sleet; passed a second spar.
May 1	46 5	212 5	21 18	{ W. N. W. and S. strong breezes, sleet and small rain; moderate and cloudy.
2	46 44	217 1	—	{ S. S. E. strong breezes, with rain; saw a small piece of drift wood and birds.
3	47 45	219 9	21 18	E. N. E. light breezes, squally, and some rain.
4	48 10	223 22	—	S. S. W. squally, thick and hazy, with rain.
5	48 59	226 57	—	S. S. W. fresh breezes and foggy; saw a whale.
6	49 28	229 22	—	{ W. N. W. cloudy, small rain, fresh breezes, foggy; saw sea-swal- lows and sheer-waters.
7	49 28	223 22	—	W. by N. squally, with rain.
8	49 28	—	—	{ W. by S. squally with snow and hail; saw a sea-parrot and a piece of drift wood.
9	49 30	—	—	S. Westerly; squalls of snow and hail.
10	49 32	230 52	—	Variable; squally, with snow and hail.
11	49 35	—	—	{ S. Westerly; very heavy squalls, with snow and hail; saw land E. by S. 13 leagues.
12	49 26	—	—	{ S. E. by E. very heavy squalls of wind and rain, and much sea. Nootka Sound N. E. 12 leagues; saw a vessel off the Sound.
13	—	—	—	{ S. by E. strong gales, snow and hail. Entered Friendly Cove, in King George's Sound, abreast the village of Nootka.



# A P P E N D I X.

## T A B L E III.

ROUTE of the *FELICE* from NOOTKA, or KING GEORGE'S SOUND, along the N. W. COAST of AMERICA, and back to NOOTKA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
June 11	49 22	—	21 5	{ Variable; light winds and clear. Breaker's Point N. W. half W. Half-way Point E. 3 leagues.
12	—	—	—	S. Easterly; strong gales, heavy rain and much sea; off shore 6 leag.
13	—	—	—	{ E. Northerly; strong gales, thick weather and constant rains; entered Wicananish Port; remained till the 20th; weather stormy.
20	—	—	—	In Port Cox, where we remained till the 28th.
29	48 39	—	—	{ W. Northerly; pleasant and moderate; off the islands of Barclay Sound, and entered the straits of John de Fuca.
30	—	—	—	{ Westerly; moderate and fine; Cape Flattery S. E. half E. 6 leagues; passed the island of Tatootche.
July 1	—	—	—	{ S. Westerly; strong gales, hazy and rain; Cape Flattery N. N. W. off the shore of Queenhithe. The isle of Destruction 1 mile.
2	—	—	—	S. Westerly; heavy rain; thick fog; heavy sea. Passed Saddle Hill.
3	47 46	—	—	{ S. Westerly; fresh breezes, constant rain, thick weather, and a great swell from the Westward.
4	47 —	—	—	S. W. moderate, clear weather; saw Mount Olympus.
5	47 1	—	28 8	{ S. E. light breezes, clear weather; Mount Olympus N. N. E. 7 leag. Passed Low Point and Shoal Water Bay, and Cape Shoal Water.
6	46 10	135 34	—	{ Northerly; strong gales, a great sea. Passed Cape Disappointment, into Deception Bay, and hauled out again, and passed Quick-sand Bay, Cape Grenville, and Cape Look-out.
7	45 12	—	16 10	N. Westerly; strong breezes & cloudy. C. Look-out E. by S. 12 lea.
8	45 10	—	—	N. Westerly; light breezes, fair.
9	46 34	—	—	S. Westerly; squally, with rain.
10	47 49	—	18 30	N. Westerly; squally, with rain. Cape Beal N. by E. 10 leagues.
11	48 45	—	—	{ Southerly; light breezes and pleasant. Entered Port Effingham, where we remained till the 20th.
20	48 41	—	—	S. E. light breezes; left Port Effingham.
21	48 45	—	—	N. Westerly; fresh breezes; Port Effingham N. W. by N. 5 miles.
22	47 50	—	—	{ W. N. W. pleasant breezes; Breaker's Point N. W.; the Sugar Loaf, or Port Cox, W. N. W. 15 or 16 leagues.
23	48 36	—	—	Variable; light breezes; small rain.
24	49 40	—	—	S. Easterly; thick and hazy; small rain.
25	49 38	—	—	S. Easterly; thick and foggy; King George's Sound E. N. E. 6 leag.
Aug. 8	—	—	—	Sailed out of Friendly Cove.
9	49 25	—	—	{ E. Southerly; fresh breezes; thick and foggy. Spoke to the Princess Royal of London, Captain Duncan.
10	—	—	—	E. by S. At Port Cox, where we remained till the 20th.
24	—	—	—	Returned to Nootka, where we remained till the 23d September.

# A P P E N D I X.

## TABLE IV.

ROUTE of the FELICE from NOOTKA, or KING GEORGE'S SOUND, to the SANDWICH ISLANDS.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
Sept. 23	47 33	—	—	{ Northerly; a fresh breeze; sailed out of Friendly Cove; a fresh gale, with much sea. Breaker's Point E. S. E. Entrance of Friendly Cove N. half West.
24	45 30	231 27	—	N. Westerly; fresh breezes.
25	43 44	228 31	—	N. by W. pleasant breezes and cloudy.
26	42 2	225 16	20 16	N. Westerly, pleasant breezes and cloudy.
27	40 1	222 52	—	N. W. and N. N. E. moderate breezes: squally with small rain.
28	38 42	221 48	—	N. N. E. light breezes and cloudy, with flying squalls of rain.
29	37 48	220 39	—	Variable; light breezes and cloudy, with light flying squalls of rain.
Oct. 1	—	—	12 —	Variable; light airs; frequent squalls, with small rain.
2	36 23	219 —	—	Variable; frequent squalls and cloudy.
3	35 12	218 30	12 10	Variable; frequent squalls, with heavy rain.
4	34 25	{ 218 17 per Ac. 211 39 per Ob.	—	N. Easterly; light breezes and clear.
5	33 53	220 49	—	Variable; light airs and clear.
6	31 44	220 32	—	Variable; strong gales, squally, with much sea.
7	29 36	218 22	—	N. Westerly; frequent squalls; showers of rain, and much sea.
8	28 1	217 23	—	N. by W. pleasant breezes and clear.
9	26 40	217 18	9 55	S. Westerly; pleasant breezes and clear.
10	26 9	217 46 30	9 2	Variable; light airs and clear.
11	24 50	216 30 40	9 —	{ N. E. and E. N. E. light airs, the breeze increasing: a large swell from the N. E.
12	22 41	214 34	9 22	E. N. E. fresh trade-wind and clear weather.
13	20 54	212 12	8 55	E. N. E. fresh trade and cloudy.
14	20 15	209 42	—	E. by N. pleasant trade and cloudy.
15	20 6	209 20	8 36	E. by N. light trade and clear.
16	20 11	207 44	—	E. by N. light trade and clear, intermixed with squalls.
17	20 13	—	—	{ Variable; squally, with heavy rain, and hazy. Saw land from E. S. E. to W. N. W. distant 6 leagues.
18	—	—	—	In Toe-yah-yah Bay, at the island of Owhyhee.

## TABLE V.

# A P P E N D I X.

## T A B L E V.

ROUTE of the *FELICE* at the SANDWICH ISLANDS, and from thence to CHINA.

<i>Time.</i>	<i>Latitude North.</i>		<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg.</i>	<i>Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
October 19	20	36	—	—	{ S. W. and N. E. at sun-rise extremes of Mowee bore from W. N. W. to E. N. E. distant 3 miles.
20	20	46	—	—	{ N. E. and variable; light airs and fine; hot and sultry. Off Mowee.
21	21	11	—	—	{ Variable; light airs and sultry. Morotoi from N. W. by W. to the Island of Ranai, W. by N. 4 miles. At noon Morotoi E. 10 leagues.
22	21	31	—	—	Variable; pleasant breezes and fair. Passed Woahoo.
23	21	55	—	—	{ N. Easterly; light breezes. At noon Atooi from E. by S. to W. by N. Oneeheow W. by N. 10 leagues.
24	21	59	—	—	N. E. fresh breezes and squally. At Wymoa Bay.
25	21	56	—	—	{ N. E. strong gales. Steering for Oneeheow, where we arrived at about 6 o'clock in the evening.
26	21	56	—	—	E. N. E. moderate and fair. At Oneeheow.
27	21	50	199 45	—	E. N. E. fresh breezes and fair. Left the Island of Oneeheow.
28	23	5	196 44	—	N. E. fresh trade and cloudy.
29	23	28	193 42	—	N. E. pleasant trade, and some small rain.
30	23	41	190 40	—	N. Easterly; pleasant trade, with some squalls and small rain.
31	24	3	187 45	—	{ N. Easterly; squally, with some rain at noon; pleasant trade and fair. Many birds about the ship.
Nov. 1	20	6	185 15	—	{ E. N. E. and N. E. squally with rain. Several birds about the ship.
2	23	47	182 18	—	Variable; squally with hard rain; at noon pleasant trade and fair.
3	23	33	182 50	—	{ E. S. E. and E. N. E. pleasant trade and fair; at noon squally with rain.
4	22	52	179 55	—	{ E. N. E. squally, with frequent showers of rain; at noon pleasant breeze and fair.
5	22	24	177 2	—	{ E. N. E. squally, with hard showers of rain; at noon pleasant trade.
6	21	48	171 06	12 20	{ E. N. E. fresh trade and pleasant; the night squally with rain; at noon fine and pleasant.
7	21	48	168 9	—	E. N. E.—N. E. and E. fresh breezes and cloudy.
8	21	48	164 50	11 —	E. N. E. fresh trade and squally, with rain.
9	21	49	166 54	11 20	E. by S.—E. and E. N. E. pleasant breezes and fair.
10	21	42	163 15	10 35	E. by S. and E. N. E. fresh trade and pleasant.
11	21	33	155 51	10 14	N. E. nearly; fresh breezes and squally.
12	21	25	153 10	—	E. N. E. light breezes; hot and sultry.
13	21	10	150 37	7 44	E. N. E. and E. S. E. light breezes and clear weather.
14	21	10	—	6 35	E. S. E. and E. by N. light breezes and fair.



# A P P E N D I X.

## T A B L E V. *continued.*

ROUTE of the *FELICE* at the SANDWICH ISLANDS, and from thence to CHINA.

<i>Time.</i>	<i>Latitude North.</i>		<i>Longitude East.</i>		<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg.</i>	<i>Min.</i>	<i>Deg.</i>	<i>Min.</i>	<i>Deg. Min.</i>	
Nov. 15	20	48	146	3	6 16	Between E. by S. and E. by N. light trade and fine weather.
16	21	4	146	54	5 57	E. light breezes; hot and sultry.
17	21	10	142	18	5 39	E. light breezes and clear; at times cloudy.
18	21	42	139	28	—	Variable; strong gales, with a great sea.
19	23	3	139	3	—	S. Westerly; strong gales, with much rain.
20	21	2	{ 139 18 per Ac. 145 53 per Ob. }		3 36	From W. S. W. to N. N. W. light breezes and cloudy.
21	—	—	—	—	3 38	From N. W. to E. by S. squally, with frequent showers.
22	20	40	141	20	—	{ N. E. light airs, rain, much lightning, and a large swell from the N. E.
23	20	13	139	20	—	Variable from E. S. E. to N. E. squally, with rain.
24	20	2	137	0	—	S. S. E. and E. S. E. squally; with rain.
25	20	38	136	0	—	Variable; light breezes.
26	20	40	133	51	—	{ N. E. light breezes; heavy squalls of rain, with a heavy swell from the N. E.
27	21	2	130	54	—	N. E. fresh gales and cloudy, with small rain.
28	21	27	127	46	—	N. E. fresh gales; squally with rain.
29	22	28	124	54	—	N. Easterly, pleasant breezes and cloudy.
30	21	49	122	20	—	E. by N. strong gales and squally, with rain at times.
Dec. 1	22 10 per Ac.		121	20	—	{ N. Easterly; light breezes; constant rain, and very thick weather. Saw several land birds.
2	21	38	119	55	—	{ N. E. dark cloudy weather; hard squalls, and constant rain, with a great sea. Saw Botol Tobago Xima.
3	22	7	117	22	—	E. N. E. fresh gales; squally; swell of the sea decreasing.
4	—	—	—	—	—	Saw the Coast of China.
5	—	—	—	—	—	Anchored in the roads of Macao.

# A P P E N D I X.

## TABLE VI.

ROUTE of the *IPHIGENIA* from SAMBOINGAN to COOK'S RIVER, on the N.W. COAST of AMERICA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min	Deg. Min.	Deg. Min.	
Feb. 22	6 57	—	—	Moderate breezes and fair; at night some rain. Left Samboingan; Island of Basselan from S.E. by E. to S.W. by W.; Santa Cruz E. S. E. half S. and another island E. S. E. being in mid channel; several other islands in sight to the S. E.
23	6 41	—	—	N. Westerly; light breezes; fair weather. Basselan, at noon, bore from W. S. W. to W. N. W. 10 leagues
24	6 21	—	—	Light airs and calms. At noon the East end of Basilan N.W. by W. and an island S. W. half W. 20 leagues.
25	5 58	—	—	Variable; light airs. At sun-set Basilan bore N. W. and an island N. N. W. half W. 23 leagues.
26	6 9	—	—	Light airs and calms. An island from N. N. W. to E. by N. 6 or 7 leagues.
27	6 5	—	—	Light breezes and fultry, hot weather. Land from N. to E. off shore 3 or 4 leagues.
28	5 54	123 38	—	S. Westerly; moderate breezes with calms. At noon Magindanao from N. W. half W. to E. half N. off shore 3 leagues.
29	5 35	124 33	—	Light airs and calms. At noon Magindanao bore from N.W. by W. to S. E. by E. off shore 4 or 5 leagues.
March 1	4 18	126 21	—	N. E. moderate breezes with squalls, and a heavy rain. At daylight 3 islands in sight, from N. E. by N. to E. N. E. E. S. E. and S. E. by E. 6 leagues. At noon Morotay S. by E. the Southernmost of the Kabuangs S. S. W. half W. 5 or 6 leagues.
2	3 31	126 4	—	N. Easterly; moderate breezes with squalls of rain. At sun-set saw 8 or 10 islands, with dangerous breakers, from S. S. E. to N. by W. distant from the body of them 2 miles. At noon the island we saw yesterday bore W. N. W. 9 leagues.
3	3 0	126 49	—	Light breezes and fair weather.
4	2 49	127 21	—	Variable; light winds; cloudy with squalls of rain. At noon took the latitude and longitude of an island, which was called Morotay; it lies in 2° 18' N. and 127° 33' E. by a number of observations.
5	3 20	128 9	—	Variable; fresh breezes; cloudy and squally. Saw land at sun-rise, bearing S. 8 or 9 leagues.
6	3 45	129 7	3 15 W	North; a steady breeze.
7	3 35	129 48	1 0 W	N. Easterly; pleasant breezes and fair.
8	3 10	130 34	—	N. Easterly; pleasant breezes and fair.
9	3 5	131 4	—	Ditto wind and weather. At 3 P. M. saw a small island bearing E. half N. distant 10 or 12 leagues.

# A P P E N D I X.

## TABLE VI. *continued.*

ROUTE of the *IPHIGENIA* from SAMBOINGAN to COOK'S RIVER, on the N.W. COAST of AMERICA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Min. Deg.	Min. Deg.	Min. Deg.	
March 10	3 10	131 1	—	{ N. Easterly; pleasant breezes and fair. Off the island we saw yesterday, which was called Johnston's Island, it lies in 3° 11' N. and 131° 12' E.
11	2 39	132 15	1 37 W.	N. Easterly; moderate breezes and cloudy.
12	—	133 21	—	Northerly; fresh breezes and squally.
13	2 14	134 41	—	N. E. fresh breezes and cloudy.
14	1 56	135 26	—	Variable; light airs.
15	1 44	135 40	4 6 E. per Am.	Light airs and calm; cloudy with rain.
16	2 0	136 48	{ 6 52 E. per Az 2 32 per Amp. }	E. moderate breezes and cloudy.
17	2 7	137 25	3 46 E. per Am.	Variable; light breezes and fair.
18	2 18	137 56	—	From N. N. W. to N. E. light airs and calm.
19	2 46	138 24	2 45 E.	N. W. light winds.
20	2 46	138 57	—	W. S. W. light airs with calms, and some rain.
21	2 41	139 43	—	Moderate breeze; cloudy with rain.
22	2 34	140 1	—	Variable to N. W. by W. squally with rain.
23	—	{ 140 40 135 24 by Ob. }	—	N. and N. N. E. frequent squalls.
24	2 29	140 40	—	Calm; hot and sultry.
25	—	141 0	3 30 E. per Az.	Variable; light airs with hard rain.
26	3 7	141 8	—	Variable, with light airs and calms, and some rain.
27	3 23	141 28	3 38	Variable; light winds, squally with rain.
28	3 33	136 25	—	N. E. calms, with light winds.
29	3 53	136 28	—	N. N. W. to N. E. light airs, calms, with squalls of rain.
30	4 26	136 28	—	N. E. moderate breeze with squalls of rain.
31	—	136 4	—	N. E. to E. N. E. squally and cloudy, with rain.
April 1	6 7	135 34	—	Squally with showers of rain.
2	7 25	134 36	—	N. E. fresh breezes, with squalls and heavy rain.
3	8 20	—	—	{ A fine breeze with clear weather. At day-light saw two low islands bearing N. W. by W. 7 or 8 leagues, which were named Good Look out Islands. At noon they bore W. S. W. half S. 3 or 4 leagues.
4	9 30	133 25	—	{ N. E. remarkably clear, and a smooth sea. Near a dangerous reef of rocks, which stretched as far as Moore's Island, Amongst the Pelew Islands.
5	10 47	132 43	—	A fresh breeze with squalls of rain.
6	11 53	132 49	6 20	N. Easterly, moderate breezes with fair weather.
7	12 49	132 51	—	N. Easterly; hazy.



# A P P E N D I X.

## TABLE VI. *continued.*

ROUTE of the *IPHIGENIA* from SAMBOINGAN, to COOK'S RIVER, on the N. W. COAST of AMERICA.

Time.	Latitude North.		Longitude East.		Variat. East.	Winds, Weather, and Remarks.
1788.	Deg.	Min.	Deg.	Min.	Deg. Min.	
April 8	13	50	132	27	—	Moderate and cloudy with rain.
9	14	51	132	9	—	E. N. E. pleasant weather.
10	15	26	131	58	1 54	N. E. light breezes, fair weather with a heavy swell.
11	16	27	131	18	—	E. N. E. a steady breeze.
12	17	38	131	12	2 30	A moderate breeze and fair weather.
13	18	30	130	41	—	N. and E. light winds.
14	19	25	130	6	—	N. and E. a fresh breeze, with squalls of rain and a heavy sea.
15	20	27	130	11	2 0	Pleasant weather.
16	—	—	129	20	—	Light winds with rain. A number of boobies flying about the ship.
17	21	46	129	28	—	{ Variable and light winds; a fresh breeze at N. E. Several birds about the ship.
18	22	40	129	28	{ 1 3 per Az. 1 12 per Am.	{ Light winds and cloudy.
19	22	57	130	9	1 5 per Am.	N. E. moderate breezes and cloudy.
20	24	6	129	53	—	N. and E. a fresh breeze. A small land bird about the ship.
21	25	28	130	57	—	Fresh Easterly breezes and hazy.
22	26	42	132	3	—	S. a steady breeze.
23	27	15	133	32	—	W. S. W. to N. by E. a fine breeze; squally at times.
24	27	9	134	25	—	Northerly; pleasant weather.
25	27	41	134	54	{ 18 per Az. 22 per Am.	{ E. N. E. pleasant weather. Passed a great quantity of sea-weed.
26	28	53	135	15 30	—	S. E. moderate and fair.
27	29	29	137	2	—	Moderate and hazy. Saw a great quantity of land-birds and weed.
28	29	47	138	24	—	{ Easterly; fresh breezes; hazy, with some rain. Several swallows flying about the ship, and a linnet, which had remained with us some days.
29	30	0	139	12	—	{ S. W. moderate breezes and hazy. A number of birds about the ship.
30	30	21	141	13	—	{ Easterly; fresh breezes and hazy. A number of land-birds, tropic-birds, and boobies flying about the ship, and sea-weed seen.
May 1	30	19	143	30	3 43 per Az.	{ Easterly; fresh breezes and hazy. A number of birds of different species flying about the ship.
2	30	50	144	17	—	{ Light winds. A number of birds still about the ship, and quantities of sea-weed.
3	31	26	145	24	3 46 per Az.	{ S. W. pleasant breezes and clear; at times calm. A number of birds as usual.
4	—	—	147	35	4 9 per Az.	{ First part clear weather; middle and latter fresh gales, and thick hazy weather. A great number of barnacles about the ship. Passed a half cask sugar tub.

# A P P E N D I X.

## TABLE VI. *continued.*

Route of the *IPHIGENIA* from SAMBOINGAN to COOK'S RIVER, on the N.W. COAST of AMERICA.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
May 5	32 28	149 2	—	{ S. S. E. to N. W. and a heavy gale. Passed a quantity of seaweed, and a number of birds about the ship.
6	32 11	150 34	—	Northward; strong breezes, clear weather.
7	32 51	150 28	—	Northerly; strong gales in squalls.
8	33 36	150 38	—	{ Light breezes and clear pleasant weather. Saw a snake and two curlews.
9	—	151 29	—	Light winds and hazy. Saw several pair of wild ducks.
10	—	152 6	—	E. and S. fresh breeze and hazy.
11	—	154 41	—	S. and E. strong gales with heavy squalls.
12	35 38	156 19	—	Northward; moderate clear weather.
13	35 5	160 30	—	Ditto.
14	36 15	162 18	9 8 per Am.	Moderate and fair.
15	37 29	163 44	—	S. S. E. fresh breeze and cloudy.
16	38 7	165 35	—	S. W. fresh breeze and hazy.
17	39 4	165 49	—	W. by S. moderate, cloudy.
18	—	168 14	—	S. E. blowing hard; thick weather, rain.
19	41 34	170 57	—	{ S. S. E. to N. W. strong gales, hard squalls, a heavy swell. Passed a number of shags.
20	42 27	172 56	—	S. W. hard gales.
21	43 46	174 26	—	S. W. and S. E. moderate, fresh gales.
22	45 10	177 3	—	{ S. E. and N. W. fresh gales, heavy squalls, rain. At 9 A.M. passed a large tree.
23	—	178 51	—	N. W. to S. W. moderate; a heavy, tumbling sea.
24	47 25	178 51	—	N. E. thick rainy weather.
25	—	181 3	—	N. W. fresh breeze with rain.
26	48 41	183 5	—	N. W. fresh gales, fair weather.
27	—	185 13	—	
28	50 26	187 23	—	Easterly; fresh breezes, hazy, rain.
29	—	188 2	—	{ N. E. by E. a fresh breeze, squally. A number of different birds flying about, and settling on the water.
30	50 29	188 26	—	{ N. E. moderate and hazy. At 4 A. M. saw the Island of Amluck, bearing N. by E. distance about 24 leagues. At noon clear; saw the land, bearing N. N. E. distant 20 or 23 leagues.
31	50 58	190 19	—	N. Westerly; light winds and calms.
June 1	51 49	193 32	—	First part moderate and clear; latter, fresh breezes and cloudy.
2	—	197 23	—	Westerly; a steady breeze, hazy weather.
3	—	201 7	—	Westerly; a steady breeze, hazy weather.
4	54 32	202 29	—	{ Westerly; a moderate breeze till midnight, afterwards a moderate breeze from E. S. E.

# A P P E N D I X.

## T A B L E VI. *continued.*

Route of the *IPHIGENIA* from SAMBOINGAN to COOK'S RIVER, on the N.W. COAST of AMERICA.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg. M. n.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
June 5	56 29	204 54	—	{ E. Northerly; a fresh breeze; at noon a hard gale. At daylight saw Trinity Island, bearing N. N. W. distant 7 or 8 leag.
6	—	206 12	—	{ The gale increasing. At 8 P. M. the extremities of the land from Cape Trinity, E. N. E. to N. W. by W. the nearest land distant 6 leagues. At 6 A. M. Cape Trinity bore N. E. about 12 or 13 leagues.
7	—	206 —	—	{ The gale still encreasing to an Hurricane. At 5 A. M. saw land, the extremities bearing from Point Trinity N. N. W. to W. S. W. Two-headed Point W. N. W. distant from the body of the land 12 or 14 leagues.
8	56 26	205 36	—	{ The hurricane still continued, with a most dreadful sea; the wind N. Easterly but variable; about 5 A. M. the gale abated, but a dreadful sea continued. Saw Trinity Island bearing N. W. distant 5 or 6 leagues.
9	—	206 17	—	{ Easterly; light breezes and fair weather. The island which I took for Trinity Island lies off the mouth of a large bay.
10	56 56	205 1 36	—	{ Moderate and hazy. At 6 P. M. saw Cape Hollings in 57° 12' N. latitude, and 207° 3' E. longitude. At noon the extremes of land from W. N. W. to E. by S. the Island of Kodiack bore E.
11	56 48	205 5	—	{ S. and E. at noon calm; about 5 P. M. a breeze sprung up. At noon Cook's Trinity Island bore E. half S. the extremities of the Continent from E. N. E. half E. to N. half W. distant from the nearest land 7 leagues.
12	56 45	206 6	{ 22 46 per Az. 23 16 per Am.	{ Variable; light winds and pleasant. At 8 P. M. the extremities of Trinity Island bore from E. by N. to S. E. by E. half E. the extremities of the coast from N. by W. to N. E. by E. distant from the nearest land 4 or 5 leagues.
13	56 59	206 3	24 51 per Az.	{ First part fair weather and clear; latter part light airs and calms. At noon the extremities of the coast bore from S. W. to Cape Greville N. N. E. Trinity Island S. W. by S. distant 10 leagues. Sent the jolly-boat on shore.
14	—	206 40	—	{ A light breeze. The jolly boat returned.
15	58 1	207 33	—	{ S. W. a fresh breeze with a fog. At 5 A. M. saw Cape Greville bearing W. 9 leagues. At noon Cape Whitfunday bore W. half S. and the extremities to the land, from the Island of St. Hermogenes.
16	59 41	—	—	{ Southward; a fresh gale. Passed the Barren Islands into Cook's River, where we remained till the 29th.



# A P P E N D I X.

## T A B L E VII.

ROUTE of the IPHIGENIA from COOK'S RIVER to NOOTKA, or KING GEORGE'S SOUND, on the N. W. COAST of AMERICA.

Time.	Latitude North.		Longitude East.		Variat. East.	Winds, Weather, and Remarks.
1888.	Deg.	Min.	Deg.	Min.	Deg. Min.	
June 29	—	—	—	—	—	{ Fresh breeze; hazy, with rain. At 11 A. M. the Easternmost of the Barren Islands bore S. S. E. and Cape Elizabeth N. N. E. 5 leagues.
30	—	—	—	—	—	{ N. Eastward; moderate breeze; hazy and rain. At 10 A. M. the Island of St. Hermogenes bore S. W. distant 7 leagues.
July 1	59	2	—	—	—	{ Light winds and calms. At 8 A. M. the body of the Barren Islands bore N. W. by W. distant 14 leagues.
2	—	—	—	—	—	{ N. E. and N. N. E. fresh breezes; squally and rain, with an heavy swell.
3	59	18	—	—	—	{ Variable, with heavy squalls and calms. At 5 A. M. wind S. E. with moderate weather. Extremities of the continent from N. N. W. to W. by S. distant 10 leagues.
4	59	47	—	—	—	{ N. Easterly; with squalls and rain. The extremities of land bore from N. E. to S. W. half W. off shore 4 leagues.
5	59	17	—	—	—	{ N. Easterly; fresh breezes; squally and rain. At noon the extremities of land bore from N. half E. to W. half S. distant 10 or 11 leagues.
6	59	36	—	—	—	{ Easterly breezes and fair weather. At noon the extremities of Montague Island bore from N. by E. to N. by W.
7	60	0	—	—	—	{ N. Easterly; fresh breezes and fair. At noon surrounded with land, except towards the passage by which we entered, which bore S.
8	60	23	—	—	—	{ E. S. E. light breezes. Passed between Montague Island and the Green Islands.
9	—	—	—	—	—	{ Light winds, with clear weather. At anchor in Snug Corner Cove, where we remained till the 14th.
14	—	—	—	—	—	Light airs and hazy.
15	—	—	—	—	—	{ Westward; a light breeze; at noon calm and cloudy. Cape Hinchinbroke bore S. S. E. and the N. E. end of Montague Island S. distant 3 or 4 leagues.
16	59	53	213	35	—	{ E. N. E. thick and cloudy weather. At noon the extremes of Montague Island bore from S. W. half W. to W. by N. Cape Hinchinbroke N. W. by W. 8 or 9 leagues.
17	59	58	213	51	—	{ E. moderate breeze and clear. At noon the extremities of the land bore from W. N. W. to N. E. by N. The body of Montague Island W. N. W. distant from the main land 5 or 6 leagues.

# A P P E N D I X.

## TABLE VII. *continued.*

ROUTE of the *IPHIGENIA* from COOK'S RIVER to NOOTKA, or KING GEORGE'S SOUND, on the  
N. W. COAST of AMERICA.

<i>Time.</i>	<i>Latitude North.</i>		<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg.</i>	<i>Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
July 18	59	52	214 2	—	{ N. and E. light winds and calm. At 4 P. M. Kay's Island bore N. E. half E. distant 13 or 14 leagues. At noon the S. end of ditto bore N. E. by E. half E. distant 10 leagues; the extremes of the continent from N. N. E. half E. to W. by N.
19	59	57	215 51	—	{ Variable; at times a light breeze, at others heavy squalls with rain. At midnight passed the S. end of Kaye's Island. At noon Cape Suckling bore W. by N. distant 3 or 4 leagues.
20	59	57	216 14	—	{ S. and E. light breezes; at 3 P. M. E. N. E. heavy squalls, with rain. At noon the body of Kaye's Island bore S. W. the extremities of the continent from Cape Suckling W. by S. to N. E. half E. distant 8 leagues.
21	59	18	216 23	—	{ N. E. hazy weather. No land in sight.
22	59	5	217 10	—	{ Fresh gales, with rain. At 3 P. M. blowing very hard. At 7 a heavy sea, with the gale increasing from the N. E. and extremely cold.
23	59	27	215 38	—	{ E. and E. by N. fresh breezes. At 11 P. M. it blowed very hard and a heavy sea.
24	59	14	216 47	—	{ E. N. E. cloudy and hazy weather. About 3 A. M. the wind shifted to the N. strong gales, heavy squalls, and thick weather. At 1 P. M. saw Kaye's Island, the S. end bearing N. W. by N. distant 10 leagues.
25	59	0	216 30	—	{ N. E. strong gales, with heavy squalls.
26	59	5	216 18	—	{ N. E. light airs with calms. In the morning the wind S. W. thick hazy weather and rain.
27	59	9	217 13	—	{ S. E. light airs. At 10 P. M. wind N. E. and to E. At 5 A. M. Southward and Eastward. At noon light winds from E. S. E.
28	59	23	217 54	—	{ Light airs and calm. At 6 A. M. saw land, the extremities from N. N. E. half E. to N. W. distant off shore about 14 leagues.
29	59 26 per Ac.		219 20	—	{ Southward and Westward; a light breeze. Steering in for the land to the Northward of Beering's Bay.
30	59	27	219 42	—	{ Variable, with light airs. At noon calm and hazy.
31	59	41	219 47	—	{ Westward; a light breeze. Sent the long-boat on shore.
Aug. 1	59 10 per Ac.		219 33	—	{ N. E. blew strong, with heavy rain. Hoisted in the long-boat.
2	59	16	22 11	—	{ S. E. At sun-rise E. and E. by N. At noon light winds; the extremities of the land from N. W. to E. S. E. distant from shore 10 leagues.

# A P P E N D I X.

## TABLE VII. *continued.*

ROUTE of the *IPHIGENIA*, from COOK'S RIVER to NOOTKA or KING GEORGE'S SOUND, on the  
N. W. COAST of AMERICA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
Aug. 3	59 10	221 27	---	Calm at noon. At 3 P. M. a light breeze from the N. Westward. Saw Mount St. Elias bearing N. W. by W. about 20 leagues. Sent the jolly-boat for a very large bird on the water. At 6 A. M. saw a smoak; ordered the jolly-boat to proceed within a mile of the shore, to see if there was any appearance of inhabitants, and dropped anchor. The boat returned.
4	59 1	221 33	---	The place where the ship lay called Tianna's Roads.
5	58 10 per Ac.	233 15	---	W. S. W. pleasant weather; at noon cloudy. The extremities of the land from W. S. W. to S. E. half E. Cape Fair Weather N. E. by N. and Crofs Cape S. E. by E. distant from the nearest land 4 miles.
6	58 2	223 26	---	Light breeze from the S. W. cloudy. Saw islands off in running in for Crofs Sound.
7	57 38	224 15	---	Moderate and fair. In the afternoon running along the shore to the Eastward; the extremities of the land from W. S. W. to S. E. by S. off shore 3 or 4 miles.
8	57 15 per Ac.	224 8	---	N. W. moderate weather. At 2 P. M. saw the appearance of a large bay. At noon hazy. The bay we left in the evening bearing N. N. E. off shore 2 leagues.
9	56 19 { 225 7 per Ac. 224 50 per Ob. }		---	Westward; a fresh breeze and fair weather. At noon Mount Edgecombe bore N. W. by W. half W. and the extremities of the land from N. W. half W. to E. S. E. distant off shore 4 miles.
10	55 21	225 57	---	Westward; a brisk gale. At 2 P. M. saw the appearance of a bay bearing N. N. E. At noon the extremities of the land bore from N. N. W. half W. to E. S. E. distant about 8 or 9 leagues.
11	---	---	---	Northward and Westward; a brisk gale. At 3 P. M. saw Cape Adamson, which lies in 55° 28' N. and 226° 4' East; and Cape Barnett, which is in 55° 39' N. and 226° 4' E. At anchor in Sea Otter Harbour.
12	---	---	---	Hazy, with rain. Cutting wood and watering.
13	---	---	---	Exploring the head of the straits. At 8 P. M. steered through the mouth of the straits; Cape Barnett bearing S. W. by W. half W. and Cape Adamson S. by W. half W. At noon Cape Adamson bore N. W. by W. and Cape Barnett N. W. Passed an island which was named Douglas Island, lying in 54° 58' N. and 226° 43' E.
14	54 43	227 37	---	W. a steady breeze; clear weather. At 1 A. M. a stiff gale; thick foggy weather. At 9 A. M. Douglas Island bore W. by N. half N. At noon land bore from E. by N. to N. W. by N. Off shore 4 leagues.



# A P P E N D I X.

## TABLE VII. *continued.*

ROUTE of the *IPHIGENIA* from COOK'S RIVER to NOOTKA, or KING GEORGE'S SOUND, on the N. W. COAST of AMERICA.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Aug. 15	54 51	227 54	—	{ N. W. first part a brisk gale. At 3 P. M. dropt anchor in Port Meares. Latitude of the ships at anchor $54^{\circ} 51'$ and by several observations of the sun and moon the longitude was $227^{\circ} 54'$ . Remained in Meares's Bay till the 21st.
21	54 6	228 4	—	{ At 3 P. M. weighed anchor and stood to sea, at S. E. with a fresh breeze from the Westward. At noon the extremes of land bore from E. by N. half N. to W. by S.
22	53 55	229 30	—	{ Westward; a steady breeze. At 8 P. M. failed round a low point of land, which was named Point Roß, lying in $54^{\circ} 18'$ N. latitude, and in $228^{\circ} 39'$ E. longitude. At 9 P. M. dropt anchor 3 or 4 miles from the island; the extremes of which bore from N. by W. to S. E. by E. half E. At 6 A. M. weighed anchor. At noon light winds, calm, and clear; the extremes of the island bore from N. N. W. to S. half E. distant 8 or 9 leagues; the continent from E. by S. to N. N. E. distant 9 leagues.
23	—	—	{ 17 43 per Az. 17 59 per Am.	{ Variable; light winds. At 9 A. M. by 5 observed distances of the sun and moon, the longitude was $230^{\circ} 16'$ E. the extremes of the continent bore from N. W. by N. half N. to E. by S.
24	51 46 per Ac.	230 21	—	N. W. to S. S. E. At midnight a thick fog, with rain.
25	—	—	—	Westward; thick and foggy. At noon wind S. with a thick fog.
26	49 42	232 38	—	{ Light winds. At 8 P. M. wind shifted to W. and clear weather. At sun-rise saw land, bearing N. E. by E. distant 10 leagues. At 10 A. M. wind N. W. and encreased to a strong gale. At half past 9 A. M. got several distances of the sun and moon, which made the longitude $232^{\circ} 38'$ E. At noon a strong gale, steering E. N. E.
27	—	—	—	{ N. W. a strong gale. At 7 A. M. Captain Meares came off in a canoe, with some of the natives, and piloted us into Friendly Cove, where we remained till the 27th October.

TABLE

# A P P E N D I X.

## T A B L E VIII.

ROUTE of the *IPHIGENIA* and N. W. AMERICA Schooner, from NOOTKA, or KING GEORGE'S SOUND, to the SANDWICH-ISLANDS.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
Oct. 27	—	—	—	{ Eastward; a light breeze. At noon made a signal for the N. W. America to get under way. We were towed out of Friendly Cove, to proceed on our way to the Sandwich Islands.
28	49 3	232 26	—	{ E. and N. E. by E. At 4 P. M. squally, with hail. Most of the night winds light and variable. In the morning wind S. E. with squalls of hail and rain.
29	48 13	231 28	—	{ Eastward; strong gales and squalls. At 7 A. M. a heavy sea.
30	47 39	230 13	—	{ E. S. E. moderate wind, with a heavy swell. At 3 P. M. wind S. At 6 A. M. wind N. Westward. At noon N. W. a steady gale.
31	45 38	229 28	—	{ N. W. fresh gales and cloudy. At 11 A. M. wind S. E.
Nov. 1	45 50 per Ac.	229 36	—	{ Southward; strong gales. At 2 A. M. heavy squalls.
2	46 8	229 48	—	{ W. S. W. strong gales. At 9 A. M. wind S. E. and moderate weather.
3	45 8	228 44	—	{ S. E. moderate weather. At 8 P. M. wind N. W. with a fine steady breeze.
4	44 23 per Ac.	229 4	—	{ S. W. by W. cloudy. At 8 P. M. wind S. and squally. At 10 wind W. S. W.; afterwards variable.
5	43 51	229 33	—	{ W. strong gales, and violent squalls.
6	42 51	230 34	—	{ S. W. strong gales, and heavy squalls.
7	41 57	231 1	—	{ S. W. moderate and fair. At 6 A. M. wind S. At 8 wind S. W.
8	40 51	229 50	—	{ Variable; light winds, with rain. At 10 P. M. wind Northward; fresh gales and clear weather.
9	40 6	228 50	—	{ N. W. moderate and fair. At midnight wind S. W.
10	39 29	227 45	—	{ S. E. light winds and pleasant weather.
11	38 49	226 51	15 2 per Am.	{ S. E. to N. E. pleasant.
12	37 55	225 37	—	{ N. and Eastward; moderate breezes and cloudy.
13	36 50	222 32	—	{ N. E. a steady breeze. At 8 P. M. got several distances of the star Aldebaran, and the moon, which made the ship in 224° 25' E.
14	35 22	220 35	—	{ Eastward; fresh breezes and cloudy, with flying squalls of rain.
15	33 51 per Ac.	218 42	—	{ Eastward; fresh breezes and squally.
16	33 15	217 38	—	{ From S. E. to S. W. and N. E. First and latter parts fresh breezes and cloudy; middle part light winds, and flying showers of rain.
17	32 46	216 39	—	{ N. E. to W. moderate and cloudy. At 9 P. M. squally. At 8 A. M. calm. At 11 A. M. a light breeze from the Southward.

# A P P E N D I X.

## T A B L E VIII. *continued.*

ROUTE of the *IPHIGENIA* and N. W. AMERICA Schooner, from *Nootka*, or *KING GEORGE'S*  
SOUND, to the *SANDWICH-ISLANDS*,

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Nov. 18	31 41	215 8	—	{ Southward; light winds, with rain. At midnight variable, with heavy squalls of wind and rain. At 2 A. M. wind N. N.W. a fresh gale, with lightning. At noon fair.
19	30 25	213 39	—	{ Northward; a steady breeze and cloudy.
20	29 24	213 9	—	{ Southward and Eastward; moderate and cloudy.
21	29 6	212 18	11 21 per Am.	{ S. S. E. pleasant.
22	28 41	210 42	11 20 per Am.	{ S. S. E. moderate and fair:
23	28 26	209 40	—	{ S. S. E. fresh breezes; squally, with rain. Saw several gulls and a grampus.
24	28 28	209 21	—	{ S. Eastward; fresh gales; squally, with rain. At 8. A.M. wind S. S. W.
25	27 56	210 3	—	{ S. W. fresh, with squalls. In the morning moderate and calm. A number of boobies flying about the ship.
26	27 37	209 23	—	{ Southward; moderate and fair. In the morning wind S. E. and squally.
27	26 36	208 20	—	{ S. E. moderate and cloudy.
28	25 38	207 12	—	{ S. E. and S. E. by S. fresh breezes and squally.
29	24 57	206 10	—	{ Wind and weather as yesterday.
30	25 17	207 30	—	{ S. S. E. and S. by E. At midnight it blew a fresh gale.
Dec. 1	25 13	208 48	8 20 per Az. 10 24 per Am.	{ S. and S. by E. moderate and cloudy.
2	25 0	208 28	—	{ Southward; light winds and cloudy.
3	24 21	208 16	—	{ S. S. E. and E. S. E. light winds, and pleasant weather.
4	22 57	207 36	9 54 per Az.	{ E. and E. S. E. fresh breezes.
5	21 59	205 36	—	{ E. S. E. fresh breezes.
6	—	—	—	{ Fresh gales and cloudy. At midnight rain. At 1 A. M. squally. At day-light saw Owhyhee, the W. end bearing S. S. W. three quarters W. distant 9 or 10 leagues. Mowee W. distant 7 leagues. At 10 A. M. off the island off Mowee.

TABLE



# A P P E N D I X.

## T A B L E IX.

ROUTE of the *IPHIGENIA* and N. W. AMERICA Schooner, at the SANDWICH-ISLANDS.

Time.	Latitude North.		Longitude East.		Variat. East.	Winds, Weather, and Remarks.
1788.	Deg.	Min.	Deg.	Min.	Deg. Min.	
Dec. 7	—	—	—	—	—	{ Variable; light winds and rain. At noon light winds. The extremes of Owhyhee from S. E. by E. to W. S. W. distant off shore 3 leagues.
8	20	21	—	—	—	{ Variable; light winds, with cloudy weather. A great number of canoes came off from Toe-yah-yah Bay.
9	19	44	—	—	—	{ Light winds off the land. At 2 A. M. a heavy rain, with thunder and lightning. At noon the extremes of Owhyhee bore from S. S. E. to N. by E. Off shore 4 miles.
10	19	35	—	—	—	{ Light winds. Off Owhyhee. At 2 A. M. dropt anchor in Karakakooa-bay, where we remained till the 20th.
20	—	—	—	—	—	{ Light breezes from the land. Weighed anchor and stood for an offing, when a heavy squall came on from the Westward; afterwards moderate weather.
21	20	36	—	—	—	{ S. W. moderate and fair weather. At sun-set the extremes of Owhyhee bore S. E. by S. to N. N. E. 3 or 4 leagues. At noon a fresh gale at S. W. Mowee bore S. E. half E. to N. W. by N.; the body of Tahoorowa S. W. half S.; Morokenne W. S. W.; Ranai W. half S.; and Morotoi W. N. W. half N. distant from Mowee 4 miles.
22	—	—	—	—	—	{ Southward; a fresh gale. Stood for the W. end of Mowee. Dropt anchor in 5 fathoms and a half. The extremes of Mowee bore S. E. by E. to W. half S. off shore 2 miles; Morokenne S. E. 1 quarter S.; the body of Tahoorowa S. by E. and Ranai W. by S.
23	—	—	—	—	—	Variable; with squalls of rain. Receiving water on board the ship
24	—	—	—	—	—	Variable; light airs and calm. Receiving ditto,
25	—	—	—	—	—	Calm. At 4 P. M. light breeze from the land. Receiving ditto
26	—	—	—	—	—	{ Variable; light airs. Weighed anchor. At noon light winds. Mowee bore W. by N. to E. by S. Off shore 4 or 5 miles.
27	20	48	—	—	—	{ Calm; light airs. At noon in mid-channel, between Mowee and Ranai.
28	—	—	—	—	—	{ S. E. a fresh breeze. At 3 P. M. made sail. At sun-set the extremes of Mowee bore E. S. E. to N. E. by E.; the body of Tahoorowa S. E.; Morotoi N. E. by E. to N. W. by W.; Ranai S. 1 quarter W. to W. by N. Distant from Ranai 2 miles, standing between Ranai and Morotoi. At 8 A. M. a heavy gale. Woahoo bore N. by W. to W. by N. off shore 4 leagues. At noon heavy rain, with thunder and lightning, and violent squalls of wind from the Southward.

# A P P E N D I X.

## T A B L E IX. *continued.*

ROUTE of the *IPHIGENIA* and N. W. AMERICA Schooner, at the SANDWICH-ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Dec. 29	21 14	—	—	Moderate. At 6 P. M. Body of Woahoo N. N. W. ; Morotoi E. N. E. Off a fine bay on the N. side of Morotoi, where we had 8, 7, 6, and 5 fathoms, 1 mile off shore.
30	21 22	—	—	Moderate weather. Made sail for Woahoo. At sun-set the extremes of Woahoo bore W. by S. to W. N. W. ; Morotoi S. E. half E. to E. half N. At 8 A. M. spoke with Captain Funter. At 9 A. M. failed for Woahoo. At noon Woahoo bore W. to N. W. by N. 2 miles ; Morotoi E. S. E.
31	—	—	—	Moderate and fair. Working round the S. E. side of Woahoo. At midnight a strong gale. At day-light Woahoo bore N. by W. to W. by N. off shore 4 miles. At 9 A. M. close in with the shore.
1789. Jan. 1	—	—	—	Southward and Westward ; fresh breezes, with rain. At 4 A. M. wind Eastward, and clear, moderate weather. At noon dropt anchor 3 miles from a village, and about 2 from a bay, which the natives call Witetee Bay, on the S. E. side of Woahoo.
2	—	—	—	In Witetee Bay.
3	—	—	—	In ditto, where we remained till the 10th, when Captain Funter joined us, and we both continued till the 11th.
12	—	—	—	Southerly ; cloudy, with rain. At 4 P. M. we both weighed, and stood off between Morotoi and Woahoo. At noon Morotoi bore E. half N. to S. W. half W. off shore 4 miles.
13	—	—	—	The gale continued till 8 P. M. when the wind shifted to the Northward, and brought moderate weather, with heavy rain. At noon dropt anchor in Witetee Bay.
14	—	—	—	In ditto.
15	—	—	—	Wind from the land ; very heavy squalls of wind and rain. Stood out to sea. At 1 in the morning in mid-channel, between Morotoi and Woahoo. At sun-rise the body of Morotoi bore N. N. E. and Ranai E.
16	—	—	—	At sun-rise the extremes of Woahoo bore N. W. by W. half W. to W. by S. off shore 4 or 5 leagues. At noon saw the schooner, W. half S. distant 4 miles. Kept off and on the Island of Woahoo till the 25th, during which time the anchors were cut away.
25	21 23	—	—	S. W. at 4 P. M. with an appearance of a gale from that quarter. At 5 P. M. weighed and stood out of Witetee Bay. At day-light still within the point. The extremes of Woahoo E. by S. to N. W. by W. off shore 4 miles.

# A P P E N D I X.

## T A B L E IX. *continued.*

ROUTE of the *IPHIGENIA* and N. W. AMERICA Schooner, at the SANDWICH ISLANDS.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
	Deg. Min.	Deg. Min.	Deg. Min.	
1789.				
Jan. 26	—	—	—	{ Light airs and calms. At sun-set the extremes of land bore E. by S. to N. half W. Off shore 3 miles.
27	—	—	—	{ S. E. a breeze. At 2 P. M. Atooi bore W. by N. half N. At day-light it bore W. by N. to N. W. by N. half N. 5 or 6 leagues. At noon cloudy. The S. E. point of Atooi bore W. by N. 4 or 5 leagues.
28	21 30	—	—	{ Variable; squally with rain. At noon Atooi bore N. E. by E. half E. to N. W. half W. Onecheow W. half S.
29	—	—	—	{ Moderate and fair. Dropt anchor in Wymoa Bay at noon, where we remained till the 18th of February.
Feb. 19	—	—	—	{ A light breeze. At 2 P. M. got under way. At sun-set Wymoa Bay bore N. E. During the night the wind was variable, with light airs. At noon the N. W. end of Onecheow bore W. distant 1 mile.
20	—	—	—	{ N. Westward; fresh breezes, with heavy squalls. At noon the high bluff on the S. W. side of Onecheow bore W. distant 6 or 7 miles.
21	—	—	—	{ N. W. strong gales. At 11 P. M. heavy squalls. At 8 A. M. more moderate. At 9 spoke with the schooner. At noon Atooi bore N. E. by N. to N. by W. distant 7 leagues.
22	—	—	—	{ Light gales. At 4 P. M. a fresh gale from the N. N. W. In the morning the extremes of Woahoo bore from E. N. E. to N. N. E. distant 6 or 7 leagues. At noon passed the W. point of Witetee Bay.
23	—	—	—	{ Variable; light winds. At 7 P. M. dropped anchor in Witetee Bay; where we staid till the 24th.
25	20 51	—	—	{ Westward; a fresh breeze. At sun-set got under way, in company with the schooner. At day-light the S. W. end of Ranai bore E. by S.; body of Morotoi N. E.; Woahoo N. W. distant 8 or 9 leagues. At noon Ranai bore from N. by E. half E. to E. by N. half N. distant 5 leagues.
26	19 56	—	—	{ W. S. W. first and middle part a fine breeze; the latter part calm. At day-light the extremes of Owhyhee bore from N. E. by N. to S. E. by E. distant 7 or 8 leagues.
27	—	—	—	{ Light airs and calms. At sun-set the body of Mowee bore N. half W. At noon the extremes of Owhyhee from N. E. by N. to S. E. by E. distant 7 or 8 leagues.
28	—	—	—	{ Light airs and calms. At noon Karakakooa Bay bore S. E. half S. distant 8 or 9 leagues.



# A P P E N D I X.

## TABLE IX. *continued.*

Route of the *IPHIGENIA* and N. W. AMERICA Schooner, at the SANDWICH ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
<i>March</i> 1	20 6	—	—	{ Variable; light airs and calms at times. At sun-rise Owhyhee bore from N. N. E. half E. to S. S. E. off shore 6 leagues. At noon the current had set us to the Westward, about 10 leagues from the Owhyhee shore.
2.	—	—	—	{ First part light airs and calm; latter, a pleasant breeze, and clear weather. At noon Owhyhee bore from N. half W. to S. E. by S. distant from the shore 2 leagues.
3	—	—	—	{ At 4 P. M. dropt anchor in Tirowa Bay, where we remained till the 9th. The latitude of the ship at anchor was 19° 41' N.
9	20 31	—	—	{ A breeze off land. At midnight got under way; and at noon the E. end of Mowee bore N. E. by E. half E.; Tahoorowa from N. by E. to N. W. half N.
10	—	—	—	{ A fresh trade wind. At day-light Woahoo bore from N. by E. to N. W. half W. At 6 A. M. wind variable; heavy rain. At 11 dropt anchor off Witetee Bay.
11	—	—	—	Light airs and variable. Off ditto.
12	—	—	—	{ Fresh breezes, with cloudy weather and rain. At 1 A. M. made sail for Atooi. At day-light Woahoo bore from E. by N. to N. N. W. half W. distant 3 leagues.
13	—	—	—	{ N. N. E. a fresh gale. At midnight dropt anchor 2 miles E. of the anchoring ground, off Atooi.
14	—	—	—	Light winds, and variable. Off Atooi.
15	—	—	—	{ Wind off the land. At 5 P. M. got under way for Oneecheow. At noon the extremes of Oneecheow bore from N. half E. to S. Off shore 4 miles.
16	—	—	—	Fresh breezes off land. Off Oneecheow.
17	—	—	—	Off Oneecheow.

TABLE

# A P P E N D I X.

## TABLE X.

ROUTE of the IPHIGENIA and N. W. AMERICA Schooner, from the SANDWICH-ISLANDS, to  
NOOTKA, or KING GEORGE'S SOUND.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1789.	Deg. Min.	Deg. Min.	Deg. Min.	
March 18	22 31	198 54	—	{ N. E. At sun-set made sail; the extremes of Oneechow bore from E. half N. to N. N. E. distant 3 leagues.
19	—	—	—	{ Moderate and fair. At 3 A. M. saw land. At 4 pretty close up with it. At day-light this island or rock, which bears the form of a saddle, was named Bird Island; it lies in the latitude of 23° 7' N. and 198° 10' E.
20	23 37	197 16	—	N. N. E. pleasant weather.
21	24 49	197 16	8 34 per Az.	Fresh trade winds, with squalls of rain.
22	26 8	197 16	—	Cloudy, with rain, and much lightning.
23	27 5	196 51	—	Pleasant breezes and fair.
24	27 55	196 7	—	N. N. E. a steady trade wind.
25	28 56	196 37	—	{ Moderate and cloudy weather. At midnight the wind drew round to E. by S.
26	29 54	197 49	—	E. moderate, and cloudy weather.
27	31 8	199 34	—	S. E. moderate, and hazy weather.
28	31 56	200 27	—	{ E. light winds, and fair weather. Several gulls flying about the ship.
29	32 58	200 58	{ 11 46 per Az. 11 18 per Am.	{ Eastward; light winds and pleasant weather.
30	33 23	201 19	—	Light airs and calms.
31	33 41	201 47	—	{ Variable; light winds. At 10 P. M. wind N. E. A number of birds flying about the ship.
April 1	34 31	202 40	12 4	{ N. E. moderate and cloudy weather. In the night, wind variable, with squalls of rain.
2	35 21	204 10	—	Squally, with rain.
3	36 9 per Ac	205 56	—	{ First and middle parts moderate and cloudy. Latter part wind S. S. W. a fresh gale.
4	36 19	208 15	—	{ Westward; a fresh gale. At half past 2 P. M. got several sets of lu- nar observations; by their medium the ship was in 206° 4' E.
5	36 10	210 13	—	{ Northward; strong gales with heavy squalls. Numbers of birds flying about. Saw some rock weed.
6	37 14	213 13	—	{ Northward and Westward; strong gales, with heavy squalls.
7	38 31	215 41	—	{ Found the current had set us 20' by D. R. to the Northward of our latitude by observation.
8	39 56	218 22	—	{ Fresh gales and squally, with rain. These 24 hours our reckon- ing differed 20 miles from our observation.
9	41 36 per Ac	220 13	—	S. fresh breezes and cloudy.

# A P P E N D I X.

## TABLE XI. *continued.*

ROUTE of the *IPHIGENIA* from *NOOTKA*, or *KING GEORGE'S SOUND*, a *second Time*, to the *SANDWICH ISLANDS*.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
June 29	53 16	225 30	—	{ S. E. light winds, with hazy, cloudy weather. At sun-rise Char-
				lotte's Island bore N. E. by N. distant 17 or 18 leagues.
30	52 26	225 46	—	S. S. E. to S. W. moderate and cloudy.
July 1	51 10	225 53	—	Variable, with hazy, rainy, squally weather.
2	50 13	225 41	—	S. W. fresh breezes and hazy.
3	48 43	225 54	—	S. W. hazy weather. Latter part squally, with a fresh breeze.
4	48 28	224 17	—	Fresh breeze, with a thick fog. Latter part clear.
5	44 35	222 50	—	N. N. W. a steady breeze, with fair weather.
6	42 36	221 25	—	Wind and weather as yesterday.
7	40 33	220 8	—	{ N. W. fresh breezes. Past a quantity of rock-weed. Saw several
				birds on the wing, of the plover kind, some whales, and a
				number of black ducks.
8	38 40	219 23	—	{ S. W. and W. S. W. light winds and cloudy weather. Saw
				large quantities of rock-weed, and a number of birds.
9	36 26	218 12	—	N. W. fresh breezes, and squally.
10	34 50	216 47	—	Moderate weather and cloudy.
11	33 7	215 23	—	N. E. a steady trade-wind, and cloudy.
12	31 22	214 1	—	A steady trade-wind, and cloudy.
13	29 26	216 36	—	Ditto.
14	27 31	212 44	—	{ A steady breeze and clear. In the morning got several sets of
				distances of the sun and moon, the mean of which was $212^{\circ} 58'$ .
15	26 2	209 11	—	Pleasant trade wind, with clear weather.
16	24 26	208 13	—	Light winds and clear weather.
17	23 16	207 10	—	Ditto.
18	—	—	—	{ E. N. E. to S. E. light winds. At half past 9 A. M. by feve-
				ral sets of observations, the longitude was $206^{\circ} 20'$ .
19	20 52	—	—	{ Moderate breezes, with flying squalls of rain. At day-light
				Mowee bore S. W. half W. distant 23 leagues; Owhyhee
				S. W. by W. 28 leagues. At noon the extremes of Owhyhee
				bore from S. by E. to S. W. distant 16 leagues. Mowee W. by S.
20	—	—	—	{ Pleasant breezes, with fair weather. At sun-rise the extremes of
				Owhyhee bore from N. E. by N. to S. half E. off shore 2
				leagues; where we staid till the 27th.
28	21 5	—	—	{ Variable, light winds. Middle and latter part fresh trade. At
				noon the extremes of Woahoo bore from W. by N. to N. N. W.
				distant 4 or 5 leagues.
29	—	—	—	{ E. N. E. a steady breeze. At 4 P. M. dropt anchor in Witetee
				Bay, in which, and amongst the other Sandwich Islands, we
				staid till the 12th of August.



# A P P E N D I X.

## T A B L E XII.

ROUTE of the IPHIGENIA from the SANDWICH ISLANDS to CHINA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1789.	Deg. Min.	Deg. Min.	Deg. Min.	
Aug. 12	21 49	195 21	—	E. N. E. a fresh trade wind.
13	22 6	193 2	—	A steady trade wind, and clear.
14	22 16	191 31	—	Light winds, and pleasant weather.
15	22 19	190 18	—	Ditto, and hot, sultry weather.
16	21 52	188 57	—	Light winds.
17	21 33	187 30	—	Varying from S. E. to N. E.
18	21 S	185 40	—	{ Pleasant breezes and fair. At midnight lightning all round the compass. At 10 A. M. saw the appearance of land in the S. E. quarter; shortly after saw large flocks of birds.
19	20 44	183 40	—	Cloudy; lightning as last night. In the morning clear.
20	20 21	181 44	—	A steady trade-wind. In the night heavy showers of rain.
21	19 33	180 4	—	Pleasant breezes, and fair.
22	19 41	178 36	—	Light breezes, and fair.
23	19 28	177 26	—	Light airs, with hot, sultry weather.
24	19 32	177 3	—	Ditto, and calms.
25	19 53	176 35	—	Variable; light airs, with flying showers.
26	20 26	175 38	—	Ditto, with calms, and light airs.
27	21 0	173 55	—	Pleasant breezes, and fair.
28	21 21	172 15	—	Moderate breezes; hot and sultry.
29	21 35	167 50	—	{ Light winds. At 3 P. M. got a set of astronomical observations, which made the ship in 169° of longitude, being upwards of 3° a-head of account. At 6 P. M. saw numbers of birds in flocks.
30	21 36	166 31	—	{ Light winds, and cloudy. In the morning wind S. by E. with flying squalls of rain.
31	21 44	165 18	—	S. S. E. cloudy, with heavy showers of rain.
Sept. 1	—	164 41	—	{ Variable; light winds. At 7 P. M. observed the distance of the moon from the star Antares, west of her; which made the ship in longitude 165° 12'. At the same time observed the distance of the star Pegasus from the moon's remote limb, E. of her, which made the ship in longitude 165° 10' E.
2	21 40	163 36	—	{ Light winds, and fair. In the night heavy rain, with much thunder and lightning.
3	21 22	162 4	—	Squally, with thunder, lightning, and heavy rain.
4	21 24	160 12	—	{ Heavy squalls of wind and rain, with peals of thunder, and much lightning. At 10 A. M. saw hundreds of birds flying about.
5	21 25	158 6	—	Fresh breezes, squally, and cloudy.

# A P P E N D I X.

## TABLE XII. *continued.*

ROUTE of the *IPHIGENIA* from the SANDWICH ISLANDS to CHINA.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Sept. 6	21 17	156 18	—	{ First and middle part squally. Latter, a steady breeze from the S. E.
7	21 5	154 36	—	{ Variable first part. Middle and latter, squally, with rain.
8	21 1 per Ac.	152 17	—	{ Fresh breezes, cloudy, and squally. At 4 P. M. saw numbers of men of war birds, and thousands of boobies.
9	20 49	150 2	—	{ A fresh trade wind, with heavy squalls. At 10 A. M. saw a flock of geese to the Westward. Saw likewise a grampus.
10	20 12	147 13	—	{ Eastward; a steady-trade-wind. At 4 A. M. observed the distance of the star Aldebaran from the moon's nearest limb, which made the ship in longitude 147° 54'.
11	20 6	146 8	—	{ Fresh breezes, and clear. At midnight saw the Volcano Grande, bearing S.W. by W. distant 8 or 9 leagues. At day-light made sail for the 3 Islands of Urac, which bore W. by N. distant 8 leagues. At 10 A. M. got several sets of lunar observations, by the mean of which the ship was in 146° 8' longitude: at which time the body of the 3 islands bore W. half N. distant 2 leagues. At noon the centre of the 3 islands was in 20° 19' N. latitude, and 146° 2' E. longitude; and the Volcano in 19° 50' N. and in 146° 23' E.
12	20 12	143 53	—	{ Moderate and clear. At 6 P. M. saw a barren rock, which we called Guy's Rock; it lies in 20° 30' N. lat. and 145° 52' E. longitude.
13	20 6	141 8	—	Strong gales, squally, with rain.
14	20 16	138 26	—	S. E. strong gales, with heavy squalls of wind and rain.
15	—	136 13	—	{ S. and S. S. E. fresh gales and heavy squalls. At 10 A. M. got several distances of the sun and moon, by the means of which the ship was in 136° 13' E. longitude. At half past 10 saw a reef of rocks under our lee, extending about 5 miles, in a W. N. W. and E. S. E. direction; they lie in 20° 37' N. latitude, and 136° 10' E. longitude, and are extremely dangerous.
16	21 21 per Ac.	135 9	—	S. W. strong gales, with rain.
17	22 33	134 35	—	S. W. strong gales, and heavy squalls.
18	23 19 per Ac.	133 57	—	Wind and weather as yesterday.
19	22 48	134 25	—	S. W. First part squally, with rain. Middle and latter part clear.
20	21 47	134 20	—	S. W. moderate breezes.
21	21 32	134 3	—	{ Light winds and calms. For the last 24 hours a number of land-birds about the ship.

# A P P E N D I X.

## T A B L E XII. *continued.*

ROUTE of the *IPHIGENIA* from the SANDWICH-ISLANDS to CHINA.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Sept. 22	21 28	132 50	—	{ Variable; a heavy rain. Middle and latter parts a steady breeze from the Eastward, with fair weather.
23	21 30	131 27	—	{ Squally, with rain.
24	21 29	130 5 49	—	{ S. S. W. light winds, and pleasant.
25	21 32	129 18	—	{ Ditto.
26	21 25	128 9	—	{ First and latter parts light airs. Middle, a fine breeze from the Eastward.
27	21 12	126 52	—	{ A moderate breeze, and clear.
28	21 24	125 12	—	{ N. N. E. a steady breeze, and pleasant.
29	22 22	122 23	—	{ N. N. E. a steady breeze and clear. At half past 7 P.M. by a number of observations of the star Antares, W. of the moon, by the mean of which the ship was in 124° 11' E. latitude; Botol Tobago Xima bearing S. 75° W. distant 17 leagues.
30	21 53	—	—	{ Moderate, and clear weather. At noon the extremes of Formosa bore from W. by N. half N. to N. W. by N. distant 9 leagues; Botol Tobago Xima N. E. distant 7 leagues.
Oct. 1	21 49	—	—	{ Pleasant breezes, and fair. At sun-set Formosa bore from N. W. by N. to N. by E. distant 3 leagues; the rocks of Vele Rete S. S. W. distant 3 miles; Botol Tobago Xima E. by N. half N. distant 15 leagues.
2	21 52	—	—	{ Light breezes and fair.
3	No observat.	—	—	{ Fresh gales; thick hazy weather, with thunder, lightning, and hard rain.
4	—	—	—	{ Strong gales and hard squalls. At 11 A. M. got sight of the Grand Lema, bearing N. W. distant 3 leagues. At noon the Grand Lema bore W. half S. distant 3 leagues.
5	—	—	—	{ Fresh gales; thick and hazy from the Eastward. At 3 P. M. came to in Macao Road.

TABLE



# A P P E N D I X.

## T A B L E XIII.

ROUTE of the N. W. AMERICA Schooner, from NOOTKA, or KING GEORGE'S SOUND to the SANDWICH-ISLANDS.

Time.	Latitude Norib.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
Oct. 27	49 36	233 0	—	E. S. E. squally; with rain and hail. Left Nootka Sound.
28	49 18	—	—	Ditto, with hard gales, rain, and heavy sea.
29	48 24	—	—	S. E. and E. N. E. squally, with rain, and light breezes.
30	47 43	—	—	N. Westerly; squally, with rain, and a high sea.
31	46 4	—	—	Variable; squally, and rain.
Nov. 1	—	—	—	S. Easterly; strong gales, squally, with rain.
2	46 9	—	—	Wind and weather as yesterday.
3	45 6	—	—	Variable; light breezes, with small rain.
4	—	—	—	Variable; fresh breezes, squally, and some rain.
5	43 48	—	—	S. Westerly; squally, fresh gales, and an high sea.
6	42 48	—	—	S. W. and S. W. by W. cloudy, with drizzly rain, and squalls.
7	41 57	—	—	S. Westerly; moderate breezes, with a heavy swell.
8	40 54	—	—	{ S. and N. W. by W. light airs, cloudy, and a heavy sea; fresh breezes and clear.
9	40 7	—	—	From W. N. W. to E. pleasant breezes and clear.
10	39 33	—	—	E. S. E. and S. E. pleasant breezes, light airs, and cloudy.
11	—	—	—	{ S. E. and N. E. light breezes and fair; pleasant breezes and cloudy.
12	—	—	—	N. E. and N. N. E. pleasant breezes, and cloudy.
13	36 49	—	—	N. E. pleasant breezes, and cloudy.
14	35 24	—	—	E. squally, with rain.
15	—	—	—	S. E. squally, with rain.
16	—	—	—	{ Variable; fresh breezes, thick and hazy, with hard rain, and a heavy swell.
17	32 49	—	—	{ Variable; moderate breezes, with hard rain, and a heavy swell; light airs, and cloudy.
18	31 40	—	—	{ From S. S. E. to N. E. squalls and rain; with much thunder and lightning, and a high sea.
19	30 28	—	—	{ N. E. pleasant breezes, and cloudy, with some rain. Saw a tropic bird, a sea pidgeon, and Portugal men of war.
20	29 30	—	—	Variable; fresh breezes, and cloudy.
21	29 3	—	9 30	S. Easterly; pleasant breezes, and fair.
22	28 40	—	—	S. S. E. and ditto.
23	28 30	—	—	S. S. E. and S. E. by S. fresh breezes, squally, and rain
24	28 31	—	—	{ S. Westerly; fresh breezes, strong gales, cloudy, and a heavy sea.
25	28 3	—	—	S. Westerly; squally with rain, pleasant breezes.
26	27 41	—	—	S. Easterly; fresh breezes, and cloudy.

# A P P E N D I X.

## T A B L E XIII. *continued.*

ROUTE of the N. W. AMERICA Schooner, from NOOTKA, or KING GEORGE'S SOUND to the SANDWICH-ISLANDS.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
Nov. 27	26 26	—	—	S. Easterly; fresh breezes, with squalls of rain.
28	25 34	—	—	S. E. and S. E. by E. fresh breezes, and cloudy.
29	26 57	—	—	{ S. E. by E. and S. E. by S. fresh breezes and cloudy, with lightning, and squalls of rain.
30	25 12	—	—	S. S. E. fresh breezes and cloudy, with a heavy sea.
Dec. 1	25 8	—	—	Variable; fresh breezes, and cloudy.
2	25 0	—	—	S. S. E. and S. by E. light winds, and cloudy.
3	24 18	—	9 0	Variable and S. Easterly; light airs and cloudy.
4	23 2	—	—	E. S. E. pleasant breezes, and clear.
5	21 32	—	—	S. Easterly; fresh breezes, and some squalls of rain.
6	At the	Sandwich	Islands.	{ E. S. E. strong breezes and cloudy. Mowee bore W. S. W. distant 10 leagues; Owhyhee S. E. distant 18 leagues.
7	20 4	—	—	{ Light breezes, and cloudy; off Mowee. At sun-set Mowee bore from S. W. by W. to N. W. by N.; Owhyhee S. E. distant 10 leagues. At sun-rise Mowee bore N. W. and W. by N. distant 4 or 5 leagues. At noon Owhyhee bore S. E. and W. S. W. distant 4 or 5 leagues.
8	19 34	—	—	{ Light airs; hot and sultry. At sun-set Mowee bore from N. W. by N. to W. S. W.; Owhyhee E. N. E. to S. W. by W. distant 3 leagues. At day-light Owhyhee bore from N. E. by N. to S.; Mowee N. W. by N. to W. N. W.; Tahoorowa W. by N. distant 3 leagues. At noon Owhyhee bore from S. half E. to N. E. Off Toe-yah-yah Bay. Mowee bore from N. by W. to N. W. by N.
9	—	—	—	{ Squally, with rain, and much thunder and lightning, and foggy. At sun-set Owhyhee bore from N. by E. to S. by W. distant 3 leagues. Standing into Karakakooa Bay.

# A P P E N D I X.

## T A B L E XIV.

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH-ISLANDS.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1788.	Deg. Min.	Deg. Min.	Deg. Min.	
Dec. 10	19 35	—	—	Variable; light airs, clear, hot and sultry. At sun-set Owhyhee bore from S. half W. to N. W. by N. distant 2 leagues; Mowee N. W.; Tahoorowa N. W. by W. At sun-rise Owhyhee bore from S. by E. to N. distant 4 or 5 miles. At noon Owhyhee bore from N. N. E. to S. by S. distant 4 miles.
11	—	—	—	Light breezes and fair. In Karakakooa Bay, where we remained till the 20th. At noon the extremes of Owhyhee bore from S. by E. half E. to N. N. W. half W.; Karakakooa Bay E. by S. distant 4 leagues.
21	20 39	—	—	S. squalls and rain. At noon the extremities of Mowee bore from N. W. to S. E. by E. off shore 3 leagues; the island of Ranai W. N. W. to W. by S.; the island of Morotoi W. distant 1 league; Tahoorowa from S. S. W. to S. W. by W. distant 3 leagues.
22	—	—	—	Fresh breeze from the S. and W. and cloudy. Came to an anchor off the island of Mowee, 1 league from shore; the extremities of Ranai bore from W. by N. half N. to S. W. by W.; Morokenne S. E. half E.; the W. point of Owhyhee E. half S.; the island of Tahoorowa from S. to S. E. by S.; the island of Mowee from S. E. by S. half E. to W. N. W. We remained at anchor till the 26th.
27	20 50	—	—	S. S. W. light airs and calms. At sun-set the island of Mowee bore from E. by S. to N. W. half W. 10 leagues; Ranai from W. by S. to W. N. W. distant 4 leagues; the extremities of Tahoorowa S. and S. E. distant 5 leagues; Owhyhee from S. E. to E. S. E. distant 15 leagues. At noon Mowee bore from E. S. E. to N. W. by W. distant 3 leagues; Morotoi N. W.; the extremes of Ranai from W. N. W. to W. by S. distant 4 leagues; the extremes of Tahoorowa from S. by W. to S. S. E. distant 7 leagues; the body of the rock Morokenne, S. E. by S. distant 8 leagues.
28	—	—	—	S. E.—S. and W. S. W. fresh breezes, cloudy, with squalls and rain, thunder and lightning. At sun-set the extremes of Mowee bore from E. S. E. half E. to N. by E. distant 4 leagues; the body of Morotoi N. W. by N. distant 5 leagues; Ranai S. by W. and W. N. W. distant 4 miles; Tahoorowa from S. by E. to S. E. distant 9 leagues; Owhyhee just in sight, S. E. by S. distant 20 leagues. At sun-rise the extremes of Woahoo bore N. W. by W. distant 8 leagues; the extremes of Morotoi N. E. by N. and E. distant 6 leagues.



# A P P E N D I X.

## T A B L E XIV. *continued.*

Route of the N. W. AMERICA Schooner, at the SANDWICH ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1788.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Dec. 29	21 17	—	—	{ Light winds, hard rain, and much thunder and lightning. At sun-set the extremes of Woahoo bore from N. N. W. to W. distant 5 leagues. At sun-rise the extremes of Woahoo bore N. W. and N. distant 7 or 8 leagues; Morotoi from S. E. half E. to S. by E. distant 6 leagues. At noon light airs, and clear weather; the extremes of Woahoo bore from S. W. by W. to W. by N. distant 5 leagues; Morotoi S. E. by E. and E. N. E. distant 7 leagues.
30	21 26	—	—	{ W. S. W. pleasant, breezes and cloudy. At sun-set Woahoo bore N. W. by W. and W. by S. distant 4 or 5 leagues; Morotoi E. by N. and S. E. distant 7 or 8 leagues. At day-light Woahoo bore from S. W. by S. to W. N. W. distant 3 leagues; Morotoi E. S. E. and E. by N. distant 8 or 9 leagues. At noon Woahoo bore from N. by W. to W. distant 3 leagues; Morotoi from E. by N. to S. E. by E. distant 6 leagues.
31	21 26	—	—	{ S. fresh breezes, and cloudy, with some squalls of rain. At noon the extremes of Woahoo bore from N. N. W. to E. S. E. distant, off shore, 2 or 3 leagues.
1789. Jan. 1	—	—	—	{ S. and S. by W. fresh breezes, and cloudy. At noon the extremes of Woahoo bore from N. N. W. to E. S. E. distant off shore, 2 or 3 leagues.
2	21 22	—	—	{ Light airs and variable. At 2 A. M. pleasant breezes and clear. At sun-rise the extremes of Woahoo bore from N. N. E. to E. by N. distant 10 or 11 leagues. At noon the S. point of Woahoo bore from E. by N. to N. distant 8 leagues; Morotoi E. S. E. distant 15 leagues.
3	21 15	—	—	{ S. by E. pleasant breezes, and clear. At sun-set the extremes of Woahoo bore from N. by W. to E. by S. off shore 3 leagues. At 2 A. M. light airs, and variable. At sun-rise the extremes of Woahoo bore from N. N. W. to E. S. E. off shore 6 leagues. At 10 A. M. pleasant breezes and clear. At noon the extremes of Woahoo bore from N. by W. to N. E. by E. off shore 10 leagues.
4	21 4	—	—	{ Variable; fresh breezes and clear; light airs and clear. At noon fresh breezes and clear — Still off Woahoo.
5	21 2	—	—	{ Variable; pleasant breezes and clear. Still off Woahoo.
6	21 13	—	—	{ E. by N. pleasant breezes and clear. At noon the S. point of Woahoo bore E. by N. distant 4 leagues.

# A P P E N D I X.

## TABLE XIV. *continued.*

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Jan. 7	21 12	—	—	{ Variable; pleasant breezes and clear. At noon the extremes of Woahoo bore from N. W. to E. N. E. distant 3 leagues.
8	20 51	—	—	{ N. E.—N. E. by N. and N. N. E. fresh breezes, cloudy and squally. At sun-set the extremes of Morotoi bore from N. E. to E. by N. distant 8 or 9 leagues. At noon the S. E. point of Woahoo bore N. by W. distant 7 or 8 leagues.
9	22 7	—	—	{ N. N. E. and variable; fresh breezes and clear. At sun-rise the extremes of Morotoi bore from E. to E. by S. distant 12 or 13 leagues; the extremes of Woahoo from N. W. by W. to N. E. by N. distant 3 leagues. At noon Woahoo bore from N. W. to N. N. E. distant 4 or 5 leagues.
10 & 11	—	—	—	{ Variable; light airs. Came to anchor off Woahoo, distant 1 mile.
11 & 12	—	—	—	{ S. and E. and S. light breezes, fresh gales and squally. At 5 P. M. weighed anchor, in company with the Iphigenia. At noon the E. end of Morotoi bore from S. W. to E. by N. distant 4 leagues.
13	—	—	—	{ E. N. E. to S. S. E. squally and rain. At 2 A. M. the N. E. extremity of Morotoi bore E. S. E.; stood between Mowee and Morotoi. At noon the extremes of Morotoi bore from N. E. to W. N. W. distant 4 leagues; the S. E. point of Woahoo W. by N. distant 7 leagues.
14	—	—	—	{ N. E. to N. N. W.—E. S. E. and S. S. E. fresh breezes and rain. At sun-set Morotoi bore from E. half N. to N. N. E. distant 5 or 6 miles; Ranai S. E. by E.; Mowee E. by S.; the S. W. part of Woahoo N. W. by N. distant 7 leagues. At sun-rise Woahoo bore from N. W. to S. W. by W. distant 2 leagues; Morotoi E.; Ranai S. E. by E. distant 7 or 8 leagues. At noon hauled round the S. W. point of Woahoo, and anchored in 10 fathoms, 2 miles off shore.
15	—	—	—	{ S. fresh breezes and cloudy, with strong gales and squalls, and a heavy sea. At 12 P. M. weighed and stood to sea, the gale still encreasing. At noon the extremes of Woahoo bore from W. by S. to N. W. distant 2 leagues; Morotoi from E. S. E. to E. by N. distant 7 or 8 leagues.
16	—	—	—	{ W. S. W. and variable; fresh breezes and cloudy. At sun-set the E. end of Woahoo bore from N. half W. to N. N. W. distant 5 or 6 leagues; Morotoi N. E. by E. distant 8 or 9 leagues. At day-light the E. side of Woahoo bore from N. N. E. to W. N. W. distant 2 or 3 leagues. At noon the extremes of Woahoo bore from E. by N. to W. Off Wytetee Bay 1 league.

# A P P E N D I X.

## T A B L E XIV. *continued.*

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH-ISLANDS.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1789.	Deg. Min.	Deg. Min.	Deg. Min.	
Jan. 17	—	—	—	{ S. W. by W. fresh breezes and cloudy. At sun-rise strong gales and a heavy sea; Woahoo bore from W. half N. to N. N. W. distant 4 or 5 leagues. At noon wind at S. with squalls and rain; the extremes of Woahoo bore from W. by N. to N. W. by N. distant 3 leagues.
18	21 24	—	—	{ S. S. W. strong gales and hazy. At day-light the extremes of Morotoi bore from S. E. by E. to S. W. by S. distant 7 or 8 leagues: fresh breezes and clear. At noon the extremes of Morotoi bore from S. E. to S. W. by W. distant 2 leagues; the N. W. end of Mowee E. S. E. distant 4 leagues.
19	21 30	—	—	{ S.—S. W. and S. S. W. fresh breezes and squally, with strong gusts off the land. At day-light the body of Morotoi bore S. S. E. distant 7 or 8 leagues. At noon Morotoi bore from S. W. to S. by E. distant 7 leagues.
20	—	—	—	{ Variable; cloudy, and a constant, hard rain. At sun-set Morotoi bore from S. S. W. to S. E. by E. distant 4 or 5 leagues. At 10 A. M. Morotoi bore S. S. E. distant 3 or 4 leagues.
21	—	—	—	{ Variable; fresh breezes and cloudy. At sun-set Woahoo bore from S. E. to W. by N. distant 5 or 6 leagues. Cloudy, and rain; at sun rise Morotoi bore from S. by E. to E. by S. distant 8 or 9 leagues. Light breezes and rain. At noon Woahoo bore from W. S. W. to N. W. by W.; Morotoi from E. half S. to S. E. by S. distant 6 or 7 leagues.
22	—	—	—	{ Variable; light breezes, hazy, drizzling rain. At sun-set Morotoi bore from S. E. by E. to E.; Woahoo from N. W. to S. W. by W. half W. distant 2 or 3 leagues. At day-light cloudy and drizzling rain; Woahoo bore from W. half N. to N. by E.; Morotoi from E. by N. to E. by S.; Ranai E. N. E. distant 9 leagues. At noon hauled round the S. W. point Woahoo into Witetee Bay.
23	—	—	—	Westerly; light breezes and hot. In Witetee Bay.
24	—	—	—	S. E. light airs. In ditto.
25	—	—	—	{ S. a moderate breeze. At 5 P. M. got under sail. At sun-rise Woahoo bore from W. to N. E. by E.; Witetee Bay N. N. W. distant 3 leagues. At noon Ranai bore E. by S.; Mowee E.; Morotoi E. by N. half N.; Woahoo from N. E. by E. to W. by S. distant, off shore, 5 miles; and Witetee Bay W. by N. distant 7 miles.



# A P P E N D I X.

## TABLE XIV. *continued.*

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Jan. 26	21 14	—	—	{ S. S. W. light airs and calms. At sun-set the extremes of Woahoo bore from N. N. W. to W. off shore 2 leagues. At noon a light breeze from the S.; the Island of Ranai bore from E. by S. to E.; Mowee E. half N. to E. N. E. half E.; Morotoi E. N. E. quarter E. to N. E. by E. distant 5 leagues; Woahoo from N. N. W. to W. by N. distant 4 leagues.
27	—	—	—	{ S. pleasant breezes, and cloudy. At sun-set Woahoo bore from W. by N. to N. W. off shore 3 leagues; Ranai E. S. E.; Morotoi E. N. E. and the body of Mowee E. distant 12 leagues. Light breezes and fair at sun-rise, Woahoo from N. W. by N. to W. by S. off shore 2 leagues.
28	21 8	—	—	{ E. cloudy. At sun-set Woahoo bore from W. N. W. half W. to N. E. half E. off shore 2 leagues. Constant drizzling rain; at sun-rise, Woahoo bore from N. N. W. to N. E. off shore 4 leagues. At noon fresh breezes and squally; Woahoo bore from N. W. by N. to N. E. by E. off shore 6 leagues.
29	21 14	—	—	{ Variable; fresh breezes and cloudy, with a heavy swell. At sun-set Woahoo S. W. point E.; Witetee bay E. by N. At sun-rise Woahoo N. W. point N. N. W. the W. point N. E. by E. and the S. W. point E. by S. off shore 2 leagues. Light airs and calms; at noon Woahoo bore from N. W. by N. to E. off shore 3 leagues.
30	21 27	—	—	{ Variable; light airs, and pleasant. At sun-set the extremes of Woahoo the N. W. point N. by W. half W. to the S. W. point, E. off shore 2 leagues. At sun-rise Woahoo bore from N. E. by E. to S. W. by S. off shore 5 leagues. At noon the N. W. point of Woahoo bore from N. by E. to the S. W. point S. E. by E. half E. off shore 2 leagues.
31	21 30	—	—	{ N. variable, and N. N. E. moderate breezes and fair. At sun-set the N. W. point of Woahoo bore from N. by E. to E. N. E. off shore 1 league. At sun-rise the N. point of Woahoo bore from E. by N. to S. E. off shore 7 or 8 leagues; Atooi in sight, bearing from W. by N. to W. by S. distant 16 or 17 leagues. At noon Woahoo bore from E. N. E. to S. E. by E. off shore 2 or 3 leagues.

# A P P E N D I X.

## T A B L E XIV. *continued.*

Route of the N. W. AMERICA Schooner, at the SANDWICH ISLANDS.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1789.	Deg. Min.	Deg. Min.	Deg. Min.	
Feb. 1	21 44	—	—	{ N. E. by E. variable, and E. by S. fresh breezes and fair. At sun-set Woahoo bore from N. E. by E. to S. E. by E. distant from the N. W. point about 4 miles. At day-light the N. point of Woahoo bore E. N. E.; the N. W. point S. E. half E. off shore 2 miles. At noon the N. point of Woahoo bore from N. E. half E. to the N. W. point S. off shore 4 miles.
2	21 29	—	—	{ W. N. W. light airs and cloudy. At day-light Woahoo bore from N. by W. to E. by N. off shore 3 leagues. At noon Woahoo bore from N. N. E. to S. E. by E. off shore 3 leagues.
3	21 32	—	—	Eastward; a light breeze. Off shore at Woahoo.
4	21 36	—	—	W. light airs and pleasant. Off ditto.
5	21 12	—	—	N. E. by E. and E. N. E. fresh breezes and fair. Off ditto.
6	21 19	—	—	{ Pleasant breezes and fair. At 8 A. M. bore away for Atooi. At noon Woahoo bore from E. S. E. to N. by W. off shore 1 league.
7	—	—	—	{ Light breezes and fair. At 10 A. M. saw the Iphigenia off Wymoa Bay. At noon dropt anchor 1 cable's length from the Iphigenia, where we remained till the 19th.
19	—	—	—	{ S. E. and variable; light breezes and constant rain. Weighed and made fail. At sun-set Atooi bore from E. by N. to N. W. by N.; Wymoa Town N. by E. distant 7 or 8 miles; the E. end of Oneheow from W. by N. to W. by S. distant 6 or 7 leagues. At noon the E. end of Oneheow bore from N. by E. to W. by N. distant 4 miles; Tahoorowa N. W. by N. distant 4 leagues.
20	21 52	—	—	{ N. N. E. strong gales and squally. At sun-rise the E. end of Oneheow bore from N. by E. to N. W. by W. distant 6 or 7 leagues. At noon Oneheow bore from S. W. to N. W. by W. distant 4 or 5 leagues.
21	21 25	—	—	{ N. W. strong gales and squally. At sun-rise the N. extremity of Oneheow bore N. W. by N. distant 7 or 8 leagues. At noon Atooi bore from N. N. E. to N. W. by N. distant 5 or 6 leagues; Oneheow N. W. distant 10 or 12 leagues.
22	21 14	—	—	{ N. N. W. moderate breezes. At day-light Woahoo bore from E. by N. to N. E. by N. distant 9 or 10 leagues. At noon Witetee Bay E. by S. and the Northern extremity N. W. by N. off shore 2 miles.

# A P P E N D I X.

## T A B L E XIV. *continued*

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH-ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
Feb. 23	—	—	—	Pleasant breezes and fair. At 8 P. M. came too in Witetee Bay.
24	—	—	—	Pleasant breezes from the Westward. In ditto.
25	20 26	—	—	W. N. W. pleasant breezes. At half past 5 P. M. weighed, and stood for Owhyhee. At sun rise the body of Woahoo bore N. W. distant 6 or 7 leagues; the E. end of Morotoi from N. by E. to N. E. by E. distant 3 leagues; the E. end of Ranai from E. by N. to E. distant 4 or 5 leagues. At noon Woahoo bore N. W. by N.; the W. end of Morotoi N. W. by N. the Eastern extremity of Ranai E. by N.; distant 3 leagues; the S. W. extremity of Mowee E. by S.; and Tahoorowa E. S. E.
26	19 34	—	—	W. N. W. pleasant breezes and fair. At sun-set Ranai bore from N. W. by N. to N. distant 4 leagues; Mowee from N. by E. to N. E. by E.; Tahoorowa S. by E. At sun-rise Owhyhee bore from S. E. by E. to N. E. by E. distant 5 or 6 leagues; Mowee N. by E. half E.; Tahoorowa N. half W.; Ranai N. N. W. At noon Owhyhee bore from E. S. E. to N. E. by E. distant 4 or 5 leagues; the Snowy Mountains E. by S. and E. by N.; Mowee from N. by E. to N. N. W. distant 7 or leagues.
27	19 24	—	—	S. light airs and fair. At sun-set Owhyhee bore from S. E. to N. E.; Mowee N. N. W. distant 7 or 8 leagues. At sun-rise Owhyhee bore from N. E. by N. to S. E. distant 4 or 5 leagues. At noon Owhyhee bore from N. E. by N. to S. E. quarter E. distant 5 leagues; Mowee N. distant 8 or 9 leagues.
28	19 23	—	—	N. W. light breezes and fair. At sun-set Owhyhee bore from S. E. to N. E. distant 4 leagues. At day light Owhyhee bore from S. E. half E. to N. E. distant 2 leagues; Mowee N. to N. by W.
March 1	20 19	—	—	W. S. W. light airs, hot and fultry. At sun-rise Owhyhee bore from N. N. E. to S. S. E.; Karakakooa Bay S. E. distant 5 leagues. At noon Owhyhee bore from E. N. E. to S. E. half S. distant 6 or 7 leagues; Mowee from N. by E. to N. by W.; Ranai N. W. by N.; Tahoorowa N. N. W.
2	19 46	—	—	N. W. light airs and variable. At sun-set Owhyhee bore from S. E. to E. S. E. half E. distant 8 or 9 leagues; Mowee N. to N. by E. half E.; Ranai N. N. W.; Tahoorowa N. by W. At sun-rise Owhyhee bore from N. E. half N. to S. E. half S. distant 5 leagues; Mowee N. N. W. distant 10 leagues. At noon Owhyhee bore from N. N. E. to S. by E. half E.; Karakakooa Bay S. E. distant 17 miles.



# A P P E N D I X.

## TABLE XIV. *continued.*

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH ISLANDS.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1789.	Deg. Min.	Deg. Min.	Deg. Min.	
March 3	—	—	—	{ W. S. W. pleasant and fair. At 4 P. M. saw the Iphigenia coming into a bay, about 3 leagues to the Northward of Karakakooa Bay. At half past 4 P. M. came to in 20 fathoms, off shore 2 miles; the extremes of the land from S. E. by S.; the N. E. end of Karakakooa S. E.; and the nearest extreme W. N. W. distant 4 miles.
4	—	—	—	{ Variable; light breezes and fair. Off Owhyhee, near Karakakooa Bay, where we staid till the 6th.
5	—	—	—	{ Moderate sea breezes, and cloudy. Latter part pleasant land breezes, and fair.
6	—	—	—	{ S. and E. light breezes and clear. At 6 A. M. weighed anchor. At noon the extremes of Owhyhee bore from N. to S. by E.; off Toe-yah-yah Bay about 5 leagues. At 7 P. M. came to in the Bay.
7	—	—	—	{ First and middle parts pleasant sea-breezes and cloudy. Latter pleasant land breezes. Off Owhyhee.
8 & 9	—	—	—	{ First part fresh land breezes. Middle and latter moderate sea-breezes and cloudy. At 11 P. M. weighed anchor, with the Iphigenia, for Woahoo. At noon Mowee bore from N. E. by N. to N. N. W.; Tahoorowa N. W. by N. to W. N. W.; Owhyhee E. by N. to E. S. E. distant 12 leagues.
10	21 7	—	—	{ E. a fresh trade wind, and fair. At sun-set the extremes of Tahoorowa bore from E. by S. to E. half N.; the E. point of Mowee E. by N.; Ranai from N. E. by N. to N. N. W. distant 3 leagues; the N. W. point of Morotoi N. W. by N.; Woahoo N. W. by N. distant 12 leagues. At day-light Woahoo bore from N. by W. to N. W. by W. distant 8 leagues; the N. W. point of Morotoi N. E. half N. At noon Woahoo bore from N. by W. to W. by N. distant 6 or 7 leagues; Morotoi from E. N. E. to E. half S.; Ranai E. S. E. distant 5 leagues.
11	—	—	—	{ Light breezes and variable. At sun-set Woahoo bore from N. E. by N. to W. by S. At day-light Woahoo bore from E. N. E. to W. N. W. off Witetee Bay 2 leagues. At 9 A. M. came to, in 11 fathoms, in Witetee Bay, distant 1 mile.
12	21 23	—	—	{ Squally and rain. Weighed and made sail for Atooi, with the Iphigenia. At day-light Woahoo bore from E. N. E. to W. N. W. off shore 3 leagues.

# A P P E N D I X.

## T A B L E XIV. *continued.*

ROUTE of the N. W. AMERICA Schooner, at the SANDWICH-ISLANDS.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
March 13	—	—	—	{ N. N. E. fresh breezes and squally. At 6 P. M. saw Atooi bearing N. W. by W. distant 6 or 7 leagues. At day-light was towed into Wymoa Bay by the natives.
14	—	—	—	{ Moderate sea-breeze and cloudy. At 5 P. M. weighed, and stood for Oneeheow. At sun-set Atooi bore from E. to N. W. by N. off shore 2 leagues; Oneeheow from W. S. W. to W. half S.; Orehua W. by N.
15	—	—	—	{ Moderate sea-breeze and cloudy. At day-light Oneeheow bore from E. to N. E. distant 3 leagues. At noon Oneeheow bore from N. half W. to S. by E. half E. off shore 2 miles. At 5 P. M. came to, in 17 fathoms, abreast of a small village, called Rotair; the E. end of Oneeheow bore from S. S. E. half E. to N. half W.; Tahoorowa S. W. distant 5 leagues.
16	21 51	—	—	{ Fresh breezes and cloudy. At half past midnight made sail, and stood to the Westward. At day-light Oneeheow bore from E. to N. N. E.; Tahoorowa S. W. by S.; the Iphigenia 3 leagues to Windward. At noon Oneeheow bore from N. E. to S. E. half E. off shore 3 leagues.

TABLE

# A P P E N D I X.

## T A B L E XV.

ROUTE of the N. W. AMERICA Schooner, from the SANDWICH-ISLANDS to the N. W. COAST OF AMERICA.

Time.	Latitude North.	Longitude East.	Variat. East.	Winds, Weather, and Remarks.
1789.	Deg. Min.	Deg. Min.	Deg. Min.	
March 17	—	—	—	{ Variable; fresh breezes and cloudy. At sun-set Onecheow bore from N. N. E. to E. S. E. off shore 2 leagues. At day-light Onecheow bore from N. E. by E. to S. E. by S. off shore 2 leagues. At 7 A. M. saw the Iphigenia. At 8 spoke to her.
18	22 27	—	—	{ Variable; fresh breezes and cloudy. At 6 P. M. Onecheow bore from N. by E. to E. N. E. distant 3 leagues. At noon pleasant breezes and clear.
19	23 2	—	—	{ N. N. E. pleasant and clear. At 4 P. M. saw a small island bearing W. N. W. distant 4 leagues. At sun-rise ditto N. W. by W. distant 2 leagues. At noon it bore N. by W. distant 5 miles.
20	23 37	—	—	{ Variable; pleasant breezes and cloudy. At sun-set the island bore E. by N. distant 5 or 6 leagues. At noon moderate breezes, and fine, pleasant weather.
21	24 49	—	—	E. N. E. fresh breezes and cloudy.
22	26 6	—	—	E. by N. pleasant breezes and fair.
23	27 8	—	—	E. by N. to N. E. light breezes and cloudy.
24	27 57	—	—	N. E. and N. N. E. pleasant breezes and fair.
25	28 56	—	—	N. E. by N. to E. S. E. ditto, and cloudy.
26	29 56	—	—	E. S. E. pleasant breezes and cloudy. At noon hazy.
27	31 5	—	—	S. E. by S. ditto, and hazy.
28	31 54	—	—	S. E. by E. light breezes and hazy.
29	33 0	—	—	Easterly; pleasant breezes and fair.
30	33 22	—	—	Variable; light airs, inclinable to calm.
31	33 43	—	—	N. by E. to N. E. by E. light breezes and pleasant.
April 1	34 34	—	—	{ E. N. E. light breezes and cloudy. At 1 A. M. E. by S. light breezes and squally, with rain. At noon pleasant.
2	35 19	—	—	S. E.—S. S. E. and S. E. by E. squally, with rain.
3	—	—	—	S. to S. W. and W. light breezes and cloudy, with small rain.
4	36 17	—	—	W. and N. N. W. fresh breezes and squally.
5	35 59	—	—	{ N. and E. N. E. strong breezes, with hard squalls of wind and rain.
6	36 59	—	—	N. W. fresh breezes, squally, with rain.
7	37 47	—	—	N. Westerly, and ditto.
8	39 19	—	—	W. and ditto.
9	—	—	—	{ S. W. strong breezes and clear, with a high, following sea. At 8 P. M. squally, with rain. At 8 A. M. constant rain. At noon light airs, and constant rain.



# A P P E N D I X.

## TABLE XV. *concluded.*

ROUTE of the N. W. AMERICA Schooner, from the SANDWICH ISLANDS to the N. W. COAST of AMERICA.

<i>Time.</i>	<i>Latitude North.</i>	<i>Longitude East.</i>	<i>Variat. East.</i>	<i>Winds, Weather, and Remarks.</i>
1789.	<i>Deg. Min.</i>	<i>Deg. Min.</i>	<i>Deg. Min.</i>	
April 10	—	—	—	Variable; fresh breezes and cloudy, with rain.
11	40 7	—	—	N. Easterly; strong gales, with rain, and a high sea.
12	41 17	—	—	{ W. N. W. and variable; hard squalls of wind and rain. Saw several small birds.
13	42 36	—	—	{ W. N. W. moderate, squally, with a high sea from the N. W. At 10 A. M. saw a sea-lion and a sea-gull. Several birds flying about the ship.
14	44 2	—	—	From W. to S. pleasant breezes; hazy, with small rain.
15	—	—	—	{ From S. by E. to S. W. cloudy, with small rain. At noon fresh breezes and hazy.
16	47 48	—	—	{ From W. by S. to W. by N. pleasant breezes and squally. Passing squalls of rain, hail and snow.
17	48 28	—	—	{ From W. N. W. to N. by E. fresh breezes, with hard squalls, and fleet.
18	47 53	—	—	Variable; light breezes and clear; squally, with rain.
19	48 14	—	—	Variable; light breezes, and small, drizzling rain.
20	48 40	—	—	{ Variable; light airs, pleasant breezes and fair. Wild-geese, shags, sea gulls, and gannets seen.
21	49 15	—	—	{ N. Westerly; fresh breezes and clear. Passed some drift-wood, and sea-weed, and saw several whales.
22	49 34	—	—	{ S. W. fair, and pleasant. At noon the extremities of the coast bore from W. by N. to E. by S.; Nootka Sound E. N. E. distant 9 or 10 leagues.
23	—	—	—	{ S. E. by E. light winds and clear. At sun-set the extremes of land bore from E. by S. to W. N. W. off shore 3 leagues; Nootka Sound E. by N. distant 6 or 7 leagues. At 10 A. M. Nootka Sound bore E. by N. distant 7 or 8 leagues.
24	—	—	—	{ E. S. E. to W. S. W. strong gales, and hard rain. At 4 A. M. Nootka Sound bore E. N. E. distant 6 or 7 leagues. At noon rounded Hog Island, and anchored in Friendly Cove.

END OF TABLES.

# A P P E N D I X.

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Nº I.

## INSTRUCTIONS OF THE MERCHANTS PROPRIETORS.

To JOHN MEARES, Esq. *commanding the FELICE and IPHIGENIA.*

S I R,

AS the prosecution of Voyages to distant countries must redound to the honour of those who undertake them, by elucidating the obscurities of Geography, and opening new channels for Commerce; and whereas it appears that a very beneficial trade may be carried on between China and the North West Coast of America, part of which was discovered by Sir Francis Drake, in the year of our Lord 1579; and considering that the situation of China, both for the outfit of vessels for the fur trade, as well as for the disposal of cargoes, is such, as must shortly destroy all competition, and give us the exclusive possession of this valuable branch of trade, much to the advantage of our country: from these considerations we have fitted out and equipped two good and sufficient vessels, for the purpose of establishing this branch of trade, viz. the *Felice* and *Iphigenia*.

And you are hereby required and directed to proceed with both vessels, with the utmost dispatch, to the North West Coast of America. The most expeditious route, we conceive, will be to proceed through the China Seas to the Southward, between Mindoro and Pelawan, and to the Southward of Magindanao; touching, if necessary, at Sooloo; and passing round the Northern extremity of New Guinea, get as far to the Eastward as the winds will admit, or you may judge necessary; standing then to the Northward of the Tropic, to obtain variable winds to carry you to America. As this is a navigation of great extent and duration, it is necessary you should provide yourself with a sufficient  
A stock

## A P P E N D I X.

stock of water, as nothing so effectually checks the advance and progress of the Scurvy as a plentiful allowance of that article.

As the success of the voyage, in a great measure, depends on your early arrival at Nootka; we desire, that, if you find yourself detained by the bad sailing of the *Iphigenia*, that you separate from her, and proceed singly to America.

You will give instructions to Captain William Douglass to proceed, with the utmost expedition, to Cook's River, and remain there as long as he may judge expedient; and from thence to proceed to Prince William's Sound; and after remaining there until the trade slackens, to proceed to the Southward, to Cross Sound (which is supposed to communicate with the bay to the Northward of Cape Edgcombe) and along the coast to the Southward, as far as Nootka; examining the several bays and islands, and making such stay in each as may be deemed expedient; endeavouring to arrive in Nootka Sound by the 1st of September, 1788; where he will await your arrival till the 15th of October:—And in case of your not appearing in that time, you will direct him to proceed to China with such a cargo as he may be able to procure; and to leave a letter with one of the chiefs, communicating only his arrival and departure.

The inhabitants of Nootka Sound being in expectation of arrivals, will, doubtless, provide a cargo of skins, which will become the prize of the first ship that arrives there. We, therefore, recommend to you, in the strongest manner, to use the utmost diligence in arriving there. During your stay at that place,—which you will extend as long as you judge proper,—we recommend to you to dispatch your long-boat, well armed, under the command of a prudent officer, to Wicananish, twelve or thirteen leagues to the Southward of Nootka, where, we understand, many fine skins may be procured. We recommend to you, afterwards, to proceed to Barclay's Sound, and accurately examine the coast to the Southward, as far as the Spanish Settlements. Should the prospect of trade be encouraging, you will then return to the Northward, examining the different bays and harbours to the Northward of Nootka, particularly the coasts of Queen Charlotte's Islands, as far as 55° North; or execute as much of this part of your Instructions as is consistent with your arrival at Nootka by the 1st of September, 1788.

Should you, on your return to Nootka, find there the *Iphigenia*, you will, in such case, dispatch her to China with all the furs collected: and, as we propose returning her to you as early as possible after her arrival here, you will appoint with Captain Douglass a time and place of rendezvous, that you may receive the instructions and refreshments we may send you next season. We leave it to your discretion to winter upon  
the



## A P P E N D I X.

the coast of America, or at the Sandwich Islands; though, considering the severity of the climate, as well as the health of your people, and that little advantage in the way of trade is to be derived from the former, during the winter season, we conceive it will be more eligible for you to winter at the Sandwich Islands, and return to the coast early in March; of which you will take care to inform the Indians at Nootka, that they may expect your return.

Although you are abundantly provided with copper, iron, and other articles of trade, we must recommend to you the strictest œconomy in the application of them; as it appears that the natives are such intelligent traders, that, should you be in the least degree lavish, or inattentive in forming bargains, they will so enhance the value of their furs, as not only to exhaust your present stock, but also to injure, if not ruin, any future adventure.

As every person on board you is bound by the articles of agreement not to trade,—even for the most trifling articles,—we expect the fullest compliance with this condition; and we shall most assuredly avail ourselves of the penalty a breach of it will incur. But as, notwithstanding, the seamen may have laid in iron and other articles for trade—thinking to escape your notice and vigilance,—we direct, that, at a proper time, before you make the land of America, you search the vessel carefully, and take into your possession every article that can serve for trade;—allowing the owner its full value.

As other furs bear no proportion, in value, to those of the sea-otter, these are to be, of course, the principal object of your trade.—Beavers and foxes, particularly the black skins, are of considerable value in China. Marten skins will not bring more than one dollar each.

We recommend to you also, as an object very deserving of your attention, the procuring as much whale-oil and whale-bone as possible; for which you are provided with a sufficient quantity of casks.

Ginseng and Snake-root are said to be produced on the North West Coast of America: you will collect as much of both these articles as possible; and you will bring with you samples of the different ochres and minerals which the natives use as paints.

Muscle-pearls are said to be in great abundance on the North Coast of America:—Coral is also an article on the coast. You will bring as much of both as possible.

## A P P E N D I X.

Spars, of every denomination, are constantly in demand here :—Bring as many of those as you can conveniently flow:

Hurft or Nourse-skins are to be procured in abundance :—Their value here is twenty Spanish dollars per hundred.

As it appears that the natives are ever on the watch to take advantage of weakness or negligence, it is necessary to be always on your guard, and to exert, at all times, the utmost vigilance and caution. At the same time, however, we recommend, in the strongest terms, the utmost forbearance with them in every circumstance where it may lower you in their opinion, or endanger your safety. Humanity and your own interest demand it.

You will endeavour to propagate at Nootka, and at the Sandwich Islands, the breed of your poultry of every kind : also of hogs, goats, and sheep. On your arrival, you will land Comekela, who is a native of the Sound, giving him such presents as you may think proper:

On your return to the Sandwich Islands, you will land Tianna at Atooi, or any of the islands he may desire. You will also give him such presents as you think useful or acceptable; and, if possible, you will reserve some of your sheep and goats as a present to this chief: as, by leaving them in his possession, there is a better chance of their being taken care of, and increasing; and thus rendering these islands the best place of refreshment in the world.

We particularly direct, that you do not bring away any of the inhabitants of America, or the Sandwich Islands; as there is no certainty that there will be any opportunity of returning them to their own country.

Should you, in the course of your voyage, meet with any Russian, English, or Spanish vessels, you will treat them with civility and friendship; and allow them, if authorized, to examine your papers, which will shew the object of your voyage:—But you must, at the same time, guard against surprize. Should they attempt to seize you, or even carry you out of your way, you will prevent it by every means in your power, and repel force by force. You will, on your arrival in the first port, protest before a proper officer against such illegal procedure; and ascertain, as nearly as you can, the value of your vessel and cargo; sending such protest, with a full account of the transaction, to us at China.

Should

## A P P E N D I X.

Should you, in such conflict, have the superiority,—you will then take possession of the vessel that attacked you, as also her cargo; and bring both, with the officers and crew, to China, that they may be condemned as legal prizes, and their crews punished as pirates.

Recommending to you unanimity with your officers, and the strictest discipline towards your ship's company, and wishing you a successful voyage,

We remain, Sir,

Your obedient and humble servants,

(Signed),      THE MERCHANT PROPRIETORS.

CHINA, December 24, 1787.

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## Nº II.

### ORDERS TO CAPTAIN DOUGLASS.

*Extract of a Letter from Mr. MEARES, to Capt. WILLIAM DOUGLASS, commanding the IPHIGENIA.*

S I R,

AS soon as I have made the signal for separation, you will proceed to put the following Instructions into execution; and, at the same time, I beg leave to point out the necessity of your strictly adhering to the time and place that I have appointed you to meet me; as on these, in a great measure, depend the success of the voyage you are engaged in.

I have to acquaint you, that you will be allowed one per cent. on the cargoes of the Iphigenia and Felice, which will be paid after the sale of the furs. I need not remark how advantageous this may turn out to you; nor are you to imagine that it is done as an incitement to the performance of your duty to your employers; for if they had an idea that any inducement was wanting, they would not have conferred on you the present command,



## A P P E N D I X.

mand, nor have committed to your care the trust they have done; but they were sensible, that when the Iphigenia was entrusted to you, and such unlimited confidence reposed in your honour, that nothing further was requisite to impel you to promote their interest. This is only to remind you of the confidence reposed in you, and to caution you to be on your guard, and to keep a good look out that your officers and crew punctually obey the articles they have signed; and that they are not permitted to trade or traffic with the natives for furs, or any other valuable article: and it is my particular desire, that not even a curiosity be purchased on the coast of America, and as few as possible at the Sandwich Isles:—such an intercourse only tending to gratify an idle and vain whim, at the expence of the infant commerce now about to be established.

Should any illicit commerce be discovered to you, or by you, you will note the same in the log-book, mentioning the time and place of such detection, the articles purchased, and the names of the persons concerned; so that the offenders may be brought to justice. You will take the articles so purchased into your own possession, to be deposited amongst the cargo: and if any person on board your ship should have imprudently shipped any articles of commerce, you will seize the same for the benefit of your employers,—noting all the particular circumstances in the log book.

You will keep a register of all the furs you purchase, their quality, number, and prices given, in a book kept for that purpose; so that your employers may be a judge of your economy in the trade committed to your care. I need not point out the necessity there is of husbanding it, and taking every precaution that your iron and blue-beads do not become a drug amongst the nations you may chance to trade with.

Your furs, when classed, are to be packed in chests. Let them be smoaked and carefully put in, with heavy weights over them; so that when they are produced at market, they may bear such an appearance as will enhance their value.

In your commerce with the Indians, I desire you totally to reject the skins of the cub otters, as they are of no value; and their purchase only induces the natives to deal destruction amongst them; when, at a future period, they would be more valuable.

Otters tails are valuable; you will, therefore, purchase all you can: but by no means encourage them to bring small pieces of otter-skin, or old skins, they being of little value; and it likewise encourages the natives to be remiss in hunting the more valuable otter.

The cutting of skins should be discouraged; and by this means the trade would be much mended.

Black

## A P P E N D I X.

Black fox-skins are very valuable; you will therefore purchase all you can get. The river-otters, and inferior furs, I leave entirely to your own judgment to purchase or not: but I beg leave to remark, that by directing the pursuits of the natives entirely to the sea-otter, it may be the means of encreasing their stock of that valuable fur.

The beaver, if black, will bring from ten to twelve dollars; the river-otter from four to five:—Marten skins, if black, are valuable; but those that are brown, are in little estimation.

The small hurt-skins are valuable, and are an object of commerce, being worth from ten to fifteen dollars per hundred.

As there are considerable quantities of ginseng to the northward, I recommend your procuring as much as possible; giving the natives to understand that their women and children should be employed: and if you were to buy it only from them, it may be the means of turning their industry to valuable account.

During the time you remain in port, your carpenters may be employed in cutting down spars, and sawing plank; particularly boat's knees and timbers,—all which bear a good price in China.

The procuring oil is an object worthy your attention:—It is worth, in China, forty-five pounds sterling per ton; and whale-bone, likewise, is very valuable.

You will preserve samples of all minerals. And I beg you to be particular in your enquiries from what parts the natives of the North procure their copper.

When you return to China, as you will touch at the Sandwich Islands, I recommend to you to fill all your casks with salt pork; which will sell well at China, or serve for store for the next equipment of vessels in your employers' service for the coast of America.

In short, I recommend to your particular attention and study to lade on board your vessel all such articles as you may judge will turn to account in China.

Should you have any favourable opportunity, I recommend your salting fish, viz. cod and herring, of which there are such abundance to the Northward. In all these particulars, you will be regulated by time: I have pointed out the respective value of those articles;—your own prudence will do the rest. As you have a crew sufficient for every purpose,

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pose, and their wages are high, so, in my opinion, their exertions for the benefit of their employers should be proportionably strenuous.

From experience we know, that most excellent rope may be made at the Sandwich Isles. You will prohibit all fishing-lines being purchased by individuals, and let them be bought on account of the ship, made into cordage, and the overplus carefully put by, that it may be returned into store.

Industry and activity are the forerunners of good order and discipline. By keeping your people thus employed, I trust you will be enabled to render a good and profitable account to your employers.

You will take care to have a fair log-book kept for the concern. It is to contain every minute transaction of your voyage, from day to day. You will therefore mention therein all purchases you make of articles of commerce. You will also note down the good or bad behaviour of your officers and crew; and thus afford to their employers a medium to distinguish merit from worthlessness. This log-book is to be signed by yourself.

On your return to China you will seal up your log-book, charts, plans, &c. &c. and forward them to Daniel Beale, Esq. Canton, who is the ostensible Agent for the concern: and you have the most particular injunctions, not to communicate, or give copies of any charts or plans that you may make; as your employers assert a right to all of them,—and, as such, will claim them.

Should you, in the course of your voyage, meet with the vessels of any other nation, you will have as little communication with them as possible. If they be of superior force, and desire to see your papers, you will shew them. You will, however, be on your guard against surprize. Should they be either Russian, English, Spanish, or any other civilized nation, and are authorized to examine your papers, you will permit them, and treat them with civility and friendship; but, at the same time, you must be on your guard. Should they attempt to seize you, or even carry you out of your way, you will prevent it by every means in your power, and repel force by force.

When I make the signal to separate, or in case we should lose company, you will pursue, without loss of time, your way to the North West coast of America, either to Cook's River, or Prince William's Sound, whichever place, in your judgment, should be first touched at. The most expeditious route, I should imagine, will be, to proceed to the Southward of the island of Magindanao, between Mindoro and Pelawan; touching, if necessary,



## A P P E N D I X.

cessary, at Sooloo, and passing round the Northern extremity of New Guinea, get as far to the Eastward as the winds will permit, or you may judge necessary; standing then to the Northward of the Tropick, to obtain variable winds to carry you to America. And as this is a navigation of great extent and duration, I recommend the most particular care of your water, and that your crew have a plentiful allowance of it.

You will remain as long in Cook's River and Prince William's Sound as you think eligible. I think it will be more advisable to seek new places, than to wait the daily, but precarious supplies, that may be brought you.

As I mean to proceed direct for Nootka Sound, and from thence pursue my course to the Southward; you will, therefore, knowing this determination, make your dispositions accordingly; exploring every place between Cook's River and Nootka, particularly Cross Sound, (which is supposed to communicate with the bay to the Northward of Cape Edgcombe) and all along the coast to the Southward; examining the several bays and islands, and making such stay in each as may be deemed expedient; endeavouring to arrive at Nootka by the first day of September, 1788, where you will await my arrival in Friendly Cove,—a plan of which I enclose you. You will wait for me till the first day of November; when, on seeing nothing of me, on that day you will make the best of your way to the Sandwich Islands, and anchor in Wymeo Bay, in the island of Atooi; remaining there twelve days; when, if I do not arrive during that interval, you will proceed to China, and follow the directions I have given you;—leaving a letter with Taheo, or Abinui, communicating only your arrival and departure. But as nothing but some accident shall prevent my arrival in Nootka by the time appointed, you may faithfully expect to see me there, to settle our future operations.

As one of the vessels is to remain, and the other return to China, you will see the necessity of thus meeting, in order that one vessel may put her cargo on board of that which returns.

In your examining the Northern coast, you will recollect Queen Charlotte's Islands, in 55° North latitude. In executing this, you will do it as far as is consistent with your arrival at Nootka by the first of September.

I have mentioned before, that every one is bound by the articles of agreement, not to trade for the most trifling article. The fullest compliance with this condition is expected by your employers, who will undoubtedly avail themselves of the penalty a breach of

## A P P E N D I X.

it will incur. But as, notwithstanding, the seamen may have laid in iron and other articles for trade,—thinking to escape your notice and vigilance,—I direct, that, at a proper time, before you make the coast of America, you search the vessel carefully, and take into your possession every article that can serve for trade,—allowing the owner the full value for it.

In addition to the other articles of commerce mentioned, you will bring a sample of the different ochres the natives use as paint.

Muscle-pearl is in great abundance to the Northward, and coral; you will procure as much of these articles as you can.

As it appears that the natives are ever on the watch to take advantage of weakness or negligence, it is necessary always to be on your guard, and exert, at all times, the utmost vigilance and caution. At the same time I recommend the utmost forbearance, where it may not lower you in their opinion, and endanger your own safety. Humanity and your own interest demand it.

You will be particularly careful to preserve a breed of the various animals put on board you for the Sandwich Islands.

On no account are you to bring away any of the natives of America or the Sandwich Islands, or any other islands you may discover; except your reasons are so cogent and strong, as will ensure you the countenance of your employers.

The introduction of woollens is of the utmost consequence, could it be done amongst the people of America:—at all times use your endeavours to barter with them for such as you have on board. The great advantages that would accrue to your country, as well as credit to yourself, will make you attentive to this point.

As there is a quantity of spruce on board your ship, you will, when you see occasion, make it into beer, and serve it out to your crew; which will be a considerable saving of your spirits;—as those two articles will not be allowed your ship's company together.

Permit me to add,—that as you will be intitled to whatever praise may be due to your conduct, so you will also bear any blame which may arise from want of attention to your employers' interest. And you will promise, in my name, that those who distinguish themselves by good order, sobriety, and exertion, as well as by obedience to your commands, shall

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shall meet with an adequate reward, either by promotion in their present employ, or by protection and recommendation, should they leave it.

Recommending unanimity with your officers, and the strictest discipline towards your ship's company,—

I remain, Sir,

Your most obedient servant,

JOHN MEARES.

FELICE, at Sea, February 2, 1788.

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### N<sup>o</sup> III.

#### INSTRUCTIONS *to explore the* STRAITS OF JOHN DE FUCA.

*To* MR. ROBERT DUFFIN, *First Officer of the* FELICE.

S I R,

YOU will proceed with the long-boat to the Southward of this port, in order to trade with the natives for furs; for which purpose I have put under your charge sufficient articles of commerce. You are now so well acquainted with the nature of a trip of this kind, that it would be needless to give you any instructions for the conduct you are to pursue.

Trusting intirely to your discretion, I have considerable hopes that you will prove successful, as you visit the numerous villages seated along the shore leading to the Straits of John De Fuca. You will enter this strait as far as you find any inhabitants, or prospect of furs; and as we had an hint of a distant nation residing up this sea, the exploring of it, so as not to retard materially your course to the Southward, may be of consequence; particularly if you should be fortunate enough to find a harbour.



## A P P E N D I X.

When you leave this strait, you will touch at Tatootche's Island, and at the villages seated along the shores to the Southward.—I think it will be advisable to avoid Queenhithe.

If the winds and weather should be tolerable, so as to permit you to pursue your course to the bay which we named Shoal-water Bay, it will be a particular satisfaction, if only to ascertain the existence of another nation, distinct from that of Nootka; much more so if that bay, or places adjoining, are capable of receiving shipping.

As it is impossible to provide against contingent circumstances, I therefore leave every other matter to your own prudence.

I recommend to you, particularly, to be constantly on your guard; to keep your arms dry and in good order, and at nights to avoid anchoring in the vicinity of any large village or populous place:—and, I intreat you, above all things, to avoid any warfare with the natives; but to let that humanity, good faith, and steady line of conduct which has hitherto guided our actions, be the leading principles of your mind in all your proceedings. Your own goodness of heart will not, I trust, permit you to sanction any depredations on the defenceless savage nations with whom you may have intercourse, by any person under your orders.

You will take possession of this strait, and the lands adjoining, in the name of the King and Crown of Britain; and instill into the minds of the inhabitants that you will return shortly to fulfill any treaties of commerce or amity that you may make with them, and for which you have my authority.

I beg that you will keep a memorandum of your proceedings, take sketches of the land, and make other proper remarks.

I propose waiting in this port until your return. Should any unforeseen accident, however, oblige me to leave it, you will proceed to Nootka, and join me there.

Wishing you success,

I remain, Sir,

Your most obedient Servant,

J. MEARES.

FELICE, *Port Effingham, July 13th, 1788.*

No IV.

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## N<sup>o</sup> IV.

### C O P Y   O F   M R .   D U F F I N ' s   J O U R N A L .

ON the 13th of July, 1788, left the ship, with the long-boat, manned and armed, bound to the Southward, to trade for furs and explore the coast. At eight A. M. came to, in a sandy bay, at a small distance from the ship, to put the boat to rights. At 11 A. M. left this bay, after having got some victuals cooked. This day, or log, contains 12 hours, and ends at noon.

14th.—Wind from the South East with constant rains. At five o'clock came to in a sandy bay opposite to the village of Attah. Came along-side, a number of canoes; but no appearance of any furs:—Bought from them some hurst-skins and a few fish, for beads. These people behaved very civilly, not offering to commit any depredations: fired a musketoon at sun-set, as a signal for the natives not to approach the boat in the night.—A. M. the wind Westerly, and cloudy weather: at five o'clock weighed, and run to the village, and lay on our oars till 8 o'clock. Not seeing a single skin, thought it advisable to proceed to the Sound, having a favourable wind. Steered East and East North East along the coast, at the distance of a quarter of a mile. This coast, in general, to a village called Nittee Natt,<sup>a</sup> affords a very pleasant prospect:—is mostly a sandy beach, but no soundings with 20 fathoms, within a quarter of a mile of the shore. There are also a number of water-falls, and the surf breaks very high all along the coast, which lies East and West, per compass. At noon a pleasant breeze and cloudy weather. The point which forms the entrance of John De Fuca's sea, which I call Point Entrance, East by South; Tatootche's Island South East by East, off the former four leagues, and from the latter ten leagues—latitude observed 48° 38' North.

15th—Pleasant breezes from the Westward, and clear weather. At half past one P. M. run into a small sandy bay, seeing two or three houses there, and came to; upon which all the natives quitted the place, they being only fishermen, taking their fish with them. Seeing no probability of getting any furs here, I weighed and ran out again, and came to off the village of Nittee Natt, a quarter of a mile from the shore; attempted to enter a rivulet there, but found too great a surf on the bar to approach, so ran out and came to anchor in 10 fathoms, sand; Point Entrance bearing South by East—the village now off half a mile: came along-side the chief, named Kiffan; latitude at noon 48° 34' North.

16th.—

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16th.—Pleasant weather, wind Northerly, at six P. M. weighed, having purchased several skins, ran into a sandy bay, or rather cove, where there was a village, two canoes in company decoying us in, when, immediately on our approaching the shore, the natives assembled on the beach with spears, bludgeons, bows and arrows, &c. making at the same time a dismal howling, using threatening postures, which I thought was to prevent us from landing, but I was mistaken, for I had a shower of arrows thrown round the boat, from a rock at a small distance from us, but luckily none hurt us; several fell on the boat's awning, but did not penetrate through, upon which I found myself under the necessity of firing at them, but was at too great a distance to do execution. They then began to launch several large canoes, with a number of spears, &c. on which, I discharged a musketoon at one of them, but, I believe, did not wound any one. However, they immediately left her, and ran howling into the woods; I then saw a man come running down to the beach with a half-pike, which they had found means to take out of the boat, unknown to us; I then perceived that was the reason of their committing hostilities, being desirous of retaining what they had stolen. Upon my receiving the half-pike hostilities ceased. I hope there are none of them killed, though, at the same time, they very richly deserved it. Weighed and run out, seeing no likelihood of getting any furs. Steered East along the coast, and passed Point Entrance at the distance of half a mile. At half past seven o'clock, several rocks lying off, and the surf beating very high, at ten P. M. came to in eleven fathoms; coral rocks. Calm all the night; the water very smooth. At day-light we found ourselves a-breast a small village: several canoes came off, but no appearance of any furs. The people said they were all subject to Wicananish;—behaved very civilly:—bought from them some fish. At seven o'clock weighed, and rowed to the East up the straits, it being calm. At nine o'clock, sprung up a light breeze from the Southward. This coast lies due East and West, per compass.—Coasted along shore at the distance of half a mile: soundings eleven fathoms; several places no ground at twenty fathoms.—This coast is entirely a bed of rocks. At half past eleven A. M. saw the entrance of a deep bay; entered ditto at noon, it promising very fair for a harbour.—Latitude observed, 48° 27' North.

17th.—At two P. M. came to in a small cove in three and three quarters fathoms, close to the rocks. Regular soundings along the bay, from fifteen to four fathoms, half a mile from the shore. This is an excellent harbour for vessels of about 100 or 150 tons; but not water enough over the bar for a larger one, there being only two fathoms at high water, and the tide flows eighteen feet. The bay is a very safe place for a ship to ride in the summer months:—no wind can hurt her except at South East, and then the bay being very deep, there cannot be much sea. It is also good holding ground, being a muddy and sandy bottom. The people here all claim Tatootche for their chief. They appeared, to us, to be a bold, daring set of fellows; but not being near any of their villages,



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I was under no apprehensions. At seven A. M. came along-side the boat several canoes, with a great number of men in each. Several of the people attempted to come into the boat; I, at the same time, desiring them to keep out, not permitting any of them to come in; neither did any of the people in the boat say, or offer to do any thing to them. One of the canoes put off a little from the boat; when one of the savages in her took up a spear pointed with muscle-shell, and fixed it to a staff with a cord made fast to it, at the same time putting himself in a posture of throwing it, and signifying, by his gestures, that he would kill me: I, at that time, took no notice of him, not thinking him serious. Upon inspecting, however, their canoes, I found them all armed with spears, bludgeons, and bows and arrows; I also perceived a number of armed people amongst the trees on shore, opposite the boat: I then found they meant to take the boat; upon which, I ordered the people to get their arms ready, and be on their guard, and narrowly to watch the motions of the man with the spear, and if he attempted to heave it, to shoot him. The words were scarce uttered, when I saw the spear just coming out of his hand at Robert Davidson, quarter-master and cockswain; on which I ordered them to fire,—which one person did, and killed the man with the spear on the spot, the ball going through his head. The rest of the people jumped overboard, and all the other canoes paddled away. We instantly had a shower of arrows poured on us from the shore; upon which a constant fire was kept on them, but with no effect, they sheltering themselves behind large trees. I was wounded in the head with an arrow immediately as the man fell. We weighed anchor, and pulled out with two oars, keeping the rest of the people at the arms. We found the shore on both sides lined with people, armed with spears, stones, &c. so that it appeared plainly their intent was to take the boat. A great quantity of arrows and stones came into the boat, but fortunately none were wounded mortally. Peter Salatrass, an Italian, had an arrow sticking in his leg all the time till we got clear of them, not being able to pull it out without laying open the leg, the arrow being bearded, and with two prongs; I was obliged to cut his leg open to get it out, as it had penetrated three inches. The Chinaman was also wounded in the side, and another seaman received an arrow near his heart. As soon as we got clear of them, we made sail, and turned out of the bay.—Soundings as regular as coming in:—the wind Westerly. Stood over to the other shore, meaning immediately to return to the ship, as I found the natives intirely bent on mischief, and that we could not proceed along the coast with safety and without endangering our lives:—I also found my head very sore, the arrow having penetrated into my skull, and would certainly have killed me, had it not been for my hat, which broke its force. At noon, pleasant breezes and clear weather; Tatootche's Island South West. This place obtained the name of Port Hawkesbury, and the other bay I called Hostility Bay.

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181b.—Pleasant weather; wind South South West. At four P. M. tacked off the South shore, four miles, and stood over to the North shore of the Straits. At seven o'clock tacked again off shore, half a mile: at sun-set the entrance of Port Hawkesbury North by East, Tatootche's Island South; Point Entrance West South West, off the latter eight leagues, and from the former three leagues. Steered during the night North West by West, and West North West, with a pleasant breeze and foggy weather, and returned to the ship.

(Copy)

ROBERT DUFFIN.

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N<sup>o</sup> V.

MR. MEARES'S INSTRUCTIONS to CAPT. DOUGLASS, *on leaving the*  
AMERICAN COAST.

*To Capt. WILLIAM DOUGLASS, commanding the IPHIGENIA.*

S I R,

AS I mean to proceed, immediately on the launch of the North-West America, to the Sandwich Islands, and from thence to China,—the whole charge of the Iphigenia and North-West America, will consequently devolve on you.

Though I entertain the highest opinion of your capacity to conduct so weighty a charge, yet, nevertheless, I think it necessary to point out the route you are to pursue after I separate from you. I have no doubt of your ability to put into execution any measure or plan for the benefit of your employers: and as you have already given a convincing proof of this in your late voyage, so in the active scene that I am about to lay before you, I have no doubt but that your diligence and caution will be redoubled, to bring your future voyage to a happy conclusion. I take the liberty of mentioning this, as it will require your utmost attention, your utmost application and perseverance, to put into execution such plans as I shall lay down for the benefit of your employers. As I place before you an extensive field to employ your abilities in, I am well assured that you will take advantage of this circumstance, and shew the world, that in my opinion of you, I have not been mistaken.

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In order to put every means in your power that I can to ensure success, I have supplied you with every species of stores on board the *Felice*:—Yet, nevertheless, from the scantiness of the supply,—though all I am enabled to give you,—you will have difficulties to conquer, which I foresee will require all your vigilance to provide against. The material supplies which I have given you of flower and bread, will, I flatter myself, be of essential consequences, when added to those that you will receive at the Sandwich Islands. You will there salt down your pork; in performing which, I recommend to you to be particularly careful, following the method which Captain Cook directs; as by not observing this, Captain Colnett, of the *Prince of Wales*, lost the greatest part of his provisions before he reached the latitude of 30° North, on his proceeding to the coast of America. For this purpose I have given you every cask in my ship, except the ground tier. The next object of your attention will be vegetables, particularly the yam; of those you will obtain such a quantity, as I trust will prove a great refreshment, even on the American Coast. During the time you are at the Sandwich Islands, I recommend your serving no bread; as the abundance and variety of vegetables will render it needless; and such a saving, in your present state, will tend materially to the success of your voyage. I recommend the same precaution in respect to your flower.

As your stock of liquors is entirely exhausted, and having none to supply you with, in lieu thereof I have sent you all the essence of spruce in my possession, as also melasses, in order to make beer. You will use this supply at your pleasure; and as there will not be melasses sufficient, I recommend to you trying at the islands the experiment of boiling down sugar-cane; of which, Captain Cook made a pleasant and agreeable beer for his crew: but if you can effect making a syrup, it must be particularly grateful to your people with tea, as I have no sugar to supply you with, and your own is entirely gone. You will try the possibility of distilling rum; for which purpose I send you a still and copper. If these points are happily effected, you will find yourself possessed of the resources to put into execution the plan that I place before you. At all events, I have the strongest reliance on your being able to conquer every difficulty.

From the information which I have received from the *Princess Royal*, I think it necessary to warn you of the dangers attending your stay at those islands; where a crew, immersed in pleasure, may become but too easy a prey to so daring and resolute a set of people.—Your judgment will point out to you to draw your principal resources of provisions from Owyhee, the windward isle. The danger of anchoring here, from the multitude of people, is but too evident. With the bay of Mowee you are acquainted:—Here I would recommend you to anchor, if a spot free from coral rocks can be found. For though Titterree is sovereign of Mowee, Morotoi, and the adjacent isles, yet the factions subsisting between the lesser chiefs, will, in all probability, prevent their combining to



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commit hostilities on you. The distance also you lie from the shore of this island, will, in some measure, tend to your security; and amongst the whole group of those islands, I know no place so eligible, provided good anchoring-ground can be found. When the trade-wind blows, it comes down in refreshing breezes from the summits of the mountains, and meliorates the scorching heat of the sun,—every where so pernicious. If the trade-wind ceases, and the North-West winds blow, you have several large and capacious channels to put to sea through, and the danger of a lee-shore is removed:—and permit me to observe, that this is the only station you can occupy amongst these islands, where this danger is to be avoided; and it is a danger of such magnitude, that I must entreat you, the moment you see it blacken in the North-West, to put instantly to sea, as the only means of safety.

The savage fierceness of the people of Wahoo, will, I should suppose, render your stay at that island very short. The populousness of Atooi may deter you from making any long stay in Wymeo Bay:—You will therefore finally close your route at Onehow, where I trust you will guard carefully against the art and cunning of Taheo and Abinui, for I think them dreadful, mercenary, artful villains. As they attempted to poison the crews of the Prince of Wales and Princess Royal, you will guard against such a diabolical design, by inspecting the cocoa-nuts, yams, water, &c. making the seller taste each. From Tianna we have a full knowledge of the extreme subtilty of a poison in their possession, which operates instantaneously on the vital powers. Should you discover such an attempt, I recommend to you to seize those concerned; and as a transaction of this nature cannot take place without the knowledge of Taheo and Abinui, such wickedness ought to be made an example of. The commerce that the natives of Atooi have had with Europeans, has operated so much on their natures, that too much caution or vigilance cannot be exerted.

On no account suffer more than one or two on your decks at a time. Keep people constantly in your tops, with arms ready, your guns loaded and primed; and never permit the natives to swim about the ship; or, most assuredly, you will have your cables cut.

I trust that you will procure a good supply of cordage; and I should imagine that the mats, cloth, &c. might be held in as much request on the Northern station of America, as they are on the Southern;—you will therefore purchase as many as you think proper for the American market.

I have great hopes that Tianna will be of considerable service to you.—To this chief I recommend you to be particularly attentive. The placing him agreeable to his wishes,  
either

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either on Owyhee, with his relation Tome Tomy Haw, the sovereign of that island and Atooi, or with his brother Nawmity Haw and family, on the latter island, is a point that I feel myself extremely interested in. Whatever Tianna's ambition may be on seeing himself so powerfully supported, yet we must not lose sight of prudence in settling our friend; and we shall prove his truest and most faithful one's, in placing him exactly in the station we took him from. We must therefore not let his ambition stimulate us on the one hand, nor our own desires on the other, to raise our friend to a station ever envied amongst mankind. Through the generosity of Mr. Cox, he returns unboundedly rich to the circle of his friends. Though greatly deserving in himself, yet the line of prudence must not be passed; and the example of Omai shews us the danger attending the smiles of fortune, even amongst savage tribes. Independent of any other consideration, a fruitless contest might be entered into, which might eventually, be extremely detrimental. You will therefore dismiss him with such presents, in addition to what he has, as you may think proper to confer on him; and as you know his language so well, I entreat you to meet his ideas of happiness as far as prudence permits, or circumstances put it in your power.

The island of Onehow furnishes the pearl-oyster. You will endeavour to make Tianna sensible of the treasures they contain, and the importance of them to us; and I have hopes, that during your stay you will fully ascertain this point.

If you think proper to seek the new discovered island, said to lie to the North West of Atooi, you will in this, as in every other point, be guided by your judgment.

As soon as the America is launched, I shall proceed on my voyage to China, when you will take on you the direction of future operations. As you have now so scanty a supply of salt provisions on board, and the obtaining fish being very precarious, I recommend to you to make the best of your way to the Sandwich Islands, as soon as the America is ready for sea:—but in this you will be directed by your judgment, and the supplies of fish. Should you procure enough of this article to permit you to remain on the coast till the end of October,—to employ this time to advantage, I recommend to you to steer to the latitude  $46^{\circ}$  North, and trace as much of the coast between  $46^{\circ}$  and  $40^{\circ}$  as you can; as this month is esteemed tolerably good. You may fortunately, by exploring this part of the coast, light on some new tribes, which I have the strongest reason to imagine inhabit these parts. I have a knowledge that the Spaniards obtained a prodigious number of otter-skins, which were brought to Manilla in the Galleons, and from thence to China, where I saw them. I am morally certain that they were not procured to the Northward of  $46^{\circ}$ , as no where did I meet with an atom of the manufactures of Spain, either iron or copper. This portion of America is now all that remains to be known to us; and so fortunate a

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moment may be seized to acquire a competent knowledge of this part of the coast, as will either determine us in future to give up this Southern portion of the continent, as unproductive of mercantile advantages, or seek the sea-otter in these parts. It becomes a question, where did the Spaniards procure these skins? And this point I hope you will be able to clear up, so as, next year, to enable us to take advantage of any discovery you may make. I ever meant, at some future period, to trace this part of the coast. The necessity, however, of my immediately proceeding to China, will prevent any expedition of this kind on my part; and your having the North West America to assist you, will, I trust, enable you to perform it effectually, should you determine to spend the month of October on the coast:—But I leave this point to be determined by your own judgment and concurrent circumstances.

The knowledge we have now obtained of the coast of America, and of the periodical winds and seasons, gives us an advantage over all competitors. The years 1790 and 1791 bid fair to be the most productive that we may ever meet with. Having these flattering prospects before us, our exertions must be redoubled, effectually to sweep the coast before any vessel can arrive from England. In order to accomplish this, you will leave the Sandwich Islands as early as possible in the year 1789; and, at the same time, for fear of accidents, or separation, give your orders to Mr. Funter, that he may proceed, and put his part of the plan of operations into execution.

The Northern district of the continent, I leave to you and the America; the Southern station I shall occupy myself, from China; and I am not without hopes, that by the first of May, 1789, I shall reach the coast. I then shall proceed as circumstances arise:—but let me range which way I will to the Southward, I shall not attempt to go to the Northward of Nootka. On your part, I have no doubt of your arrival on the coast of America some time about the first of April, 1789. By this time the monsoon will be set in, which, experience has taught us, blows close home to the American shore. Therefore, to embrace the advantages which the monsoon offers, instead of going immediately to Prince William's Sound, as others have done, I recommend you to make the coast to the Southward: and as you have the credit of discovering the Great Island, the North-west side of which, comprehending nearly four degrees of latitude, is entirely undiscovered; I therefore recommend your making Cape Saint James, the Southern extremity of the Great Island, as the first point on the continent of America.

Should you find yourself retarded by the North West America's being a bad sailer, you will proceed singly to the coast, leaving her to follow at leisure, to put into execution your instructions; but this being a very unlikely circumstance, as you will probably find her



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her a prime sailer,—in that case, you will proceed in company to the Coast, until you make Cape Saint James; when she will immediately separate from you.

As you steer along the North-west side of the Great Island, you will explore it minutely, to the height of  $54^{\circ}$  North; where resides a chief, whose district is large, and where Captain Dixon procured, in a few hours, two hundred cloaks, or six hundred skins. Between this Chief's residence and Cape Saint James, is a track of coast unexplored; and we may not, perhaps, vainly flatter ourselves, if we suppose, that in such an extent of country there reside many chiefs and numerous inhabitants. The monsoon will gradually blow you along this coast; and as you will have time and the season before you, you will explore it thoroughly. Having performed this point, from which great advantages may be expected, you will, of course, proceed to Otter Sound, and the bay to which you have been pleased to give my name. From hence you will proceed gradually to Prince William's Sound, visiting the various places on the coast where you have already been, and with which you are now so well acquainted, particularly Cross Sound, which appears to be of superior importance. In pursuing this track, I recommend your arriving there by the twentieth of May; where I think you ought to remain till the first of June, in order to draw, if possible, something from Cook's River; to which place I would by no means have you go, as it is now totally in the possession of the Russians: proceeding there would only be a waste of valuable time. On the first of June, therefore, you will leave the Sound, and again proceed to the Southward, retracing your old stations, (collecting the furs as they are procured), until you arrive at the place you have appointed to meet the America. That period, I beg may not be later than the first of August, 1789.

As there is sufficient scope to employ the N. W. America between the latitudes of  $50^{\circ}$  and  $45^{\circ} 30'$  North, so in this station must she be occupied. Therefore let your orders to Mr. Funter be clear and explicit. When you separate at Cape Saint James, he will proceed into the Great Channel, and steer up the North-east side of the Great Island, as high as  $54^{\circ} 30'$  North; and be employed alternately between the island and the main-land of America; a plan of which is now in your possession, as well as information of the various chiefs, and their places of residence:—the paper of intelligence respecting this, which I fortunately procured, accompanies these instructions; a copy of which you will give Mr. Funter, with a strict charge not to proceed to the North West side of the Great Island, except in your progress you see occasion to direct him. The N. W. America is so admirably adapted for this station, that we cannot but congratulate ourselves on building such a vessel. When the winds blow hard from the Great Island, she has but to seek shelter on the American shore, amongst the many bays and harbours that are there, where reside numerous inhabitants. When he is driven from this station by strong winds, the Eastern shores of the Great Island afford a certain asylum,—particularly the harbour of Port

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Royal. Thus will she be employed until the period that you appoint for the rendezvous arrives; which, I trust, will be about the beginning of August. By this time she will have traversed repeatedly the head of the Great Island,—the North-eastern shore of the same,—and all the main continent from  $50^{\circ} 30'$  North, to  $54^{\circ} 30'$  North. Thus every inch of ground between Prince William's Sound and Nootka will be occupied and repeatedly traversed, except the North West side of the Great Island; and as here again you may expect a further supply since you left it, I leave it entirely to your option and discretion to permit the N. W. America to run down this station, on her way to join me at Nootka.

When you meet at the time appointed, you will write me fully of your proceedings; and you will proceed with the *Iphigenia*, with all dispatch, to Mednoi, or Copper Island; where I trust you will arrive by the tenth of September, or at least before the North-westers set in.

In performing this part of your instructions, I leave you to act at discretion, and as circumstances arise. You may meet with, or hear of other ships being on your station, with whom you will have to contend; or other material circumstances, which may make a deviation from these orders necessary. I therefore here leave you entirely free; as I must repeat, I do also in every other respect. I have pointed out the object of Copper Island; and no season appears so favourable to put a visit to it in execution as the month of August; by which period, I trust, both you and the N. W. America will have swept the Northern station effectually; at least, what remains to be done, you will order Mr. Funter to perform previous to his joining me at Nootka; at which place I shall await his arrival until the 20th day of November, 1789; when seeing nothing of him, on that day I shall proceed to the Sandwich Islands, and wait your and his arrival in Wymeo Bay, on the island of Atooi; or at the anchoring-ground, the island of Onchow, until the first day of January, 1790; when, neither you nor the N. W. America arriving, I shall conclude that some fatal accident has happened, and make the best of my way to China. This period leaves sufficient time for the completion of all operations; yet I hope that the *Iphigenia* and N. W. America will reach the islands by the first of December, 1789.

I here leave discretionary powers with you; fearful of circumstances arising which no human foresight can guard against. You will perceive how much I rely on your judgment and abilities.

Favourable winds may permit you to reach Copper Island by the 1st of September; when you will explore the island, and endeavour to find a place of shelter against the approaching equinoctial,—ever to be dreaded in high Northern latitudes. If the copper-ore is in

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huge maffes, you must blow them up with powder, and lade on board as much as you can, with safety to your ship; and also of fandel-wood, or of any other sweet-scented wood that you may find. Having performed this, you will embrace the Northerly winds, which by this time will be set in, and proceed direct to join me at the Sandwich Isles, as before instructed;—when the future operations will be adjusted for the returning ship to proceed to China.

Wishing you health and success,

I remain, dear Sir,

Your very obedient Servant,

J. M E A R E S.

FELICE, *Friendly Cove, in King George's Sound,*  
*September 20, 1788.*



# A P P E N D I X.

## Nº I.

### COPY OF THE MEMORIAL

*Presented to THE HOUSE OF COMMONS, May 13, 1790:—Containing every Particular respecting the Capture of the Vessels in NOOTKA SOUND.*

THE Memorial of *John Meares*, Lieutenant in his Majesty's Navy, most humbly sheweth,—That early in the year 1786, certain merchants residing in the East Indies, and under the immediate protection of the Company, desirous of opening a trade with the North West Coast of America, for supplying the Chinese market with furs and ginseng, communicated such design to Sir John Macpherson, the governor-general of India, who not only approved of the plan, but joined in the subscription for its execution; and two vessels were accordingly purchased, and placed under the orders and command of your Memorialist.

That in the month of March your Memorialist dispatched one of the said vessels, which he named *The Sea Otter*, under the command of Mr. Tipping, to Prince William's Sound, and followed her in the other ship, which he named *The Nootka*.

That on your Memorialist's arrival in Prince William's Sound, in the month of September, he found the *Sea Otter* had left that place a few days before; and, from intelligence he has since received, the ship was soon after unfortunately lost off the coast of Kamtschatka.

That your Memorialist remained in Prince William's Sound the whole of the winter; in the course of which time he opened an extensive trade with the natives; and having collected a cargo of furs, he proceeded to China, in the autumn of 1787.

That in the month of January 1788, your Memorialist having disposed of the *Nootka*, he, in conjunction with several British merchants residing in India, purchased and fitted out two other vessels, named the *Felice* and *Iphigenia*; the former your Memorialist commanded, and the latter he put under the direction of Mr. William Douglass. That your Memorialist proceeded from China to the Port of Nootka, or King George's Sound, which he reached in the month of May, and the *Iphigenia* arrived in Cook's River in the month of June.

That your Memorialist, immediately on his arrival in Nootka Sound, purchased from Maquilla, the chief of the district contiguous to, and surrounding that place, a spot of ground,

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ground, whereon he built a house for his occasional residence, as well as for the more convenient pursuit of his trade with the natives, and hoisted the British colours thereon; then he also erected a breast-work, which surrounded the house, and mounted one three-pounder in front; that having so done, your Memorialist proceeded to trade on the coast, the Felice taking her route to the Southward, and the Iphigenia to the Northward, confining themselves within the limits of  $60^{\circ}$  and  $45^{\circ} 30'$  North, and returned to Nootka Sound in the month of September; that on your Memorialist's arrival there, his people, whom he had left behind, had nearly completed a vessel, which, previous to his departure, he had laid down; and that the said vessel was soon after launched by your Memorialist, and called the North-West America, measuring about forty tons, and was equipped with all expedition to assist him in his enterprises.

That, during the absence of your Memorialist from Nootka Sound, he obtained from Wicananish, the chief of the district surrounding Port Cox and Port Effingham, situated in the latitudes  $48^{\circ}$  and  $49^{\circ}$ , in consequence of considerable presents, the promise of a *free and exclusive trade with the natives of the district*, and also his permission to build any store-houses, or other edifices, which he might judge necessary; that he also acquired the same privilege of exclusive trade from Tatootche, the chief of the country bordering on the Straits of John De Fuca, and purchased from him a tract of land within the said strait, which one of your Memorialist's officers took possession of in the King's name, calling the same Tatootche, in honour of the chief.

That the Iphigenia, in her progress to the Southward, also visited several ports, and in consequence of presents to the chiefs of the country, her commander had assurances given to him of not only a free access, but of an exclusive trade upon that coast, no other European vessel having been there before her.

That your Memorialist, on the 23d of September, having collected a cargo of furs, proceeded in the Felice to China, leaving the Iphigenia and the North-West America in Nootka Sound, with orders to winter at the Sandwich Islands, and to return to the coast in the Spring. That your Memorialist arrived in China early in the month of December, where he sold his cargo, and also the ship Felice.

That a few days after your Memorialist's arrival in China, the ships Prince of Wales and Princess Royal, fitted out from the Port of London by Messrs. John and Cadman Etches and Co. came to Canton from a trading voyage on the North West Coast of America; and your Memorialist finding that they had embarked in this commerce under licences granted to them by the East India and South Sea Companies, which would not expire until the year 1790, and apprehending at the same time that the trade would suffer by a competition, he and his partners associated themselves with the said Messrs. Etches and Co. and a formal agreement was executed in consequence between your Memorialist and Mr. John Etches, then supracargo of the two ships, making a joint stock



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of all the vessels and property employed in that trade; and under that firm they purchased a ship, which had been built at Calcutta, and called her the Argonaut.

That the Prince of Wales having been chartered to load teas for the East India Company, soon after returned to England; and the Princess Royal and Argonaut were ordered by your Memorialist to sail for the coast of America, under the command of Mr. James Colnett, to whom the charge of all the concerns of the company on the coast had been committed.

Mr. Colnett was directed to fix his residence at Nootka Sound, and, with that view, to erect a substantial house on the spot which your Memorialist had purchased in the preceding year; as will appear by a copy of his instructions hereunto annexed.

That the Princess Royal and Argonaut, loaded with stores and provisions of all descriptions, with articles estimated to be sufficient for the trade for three years, and a vessel on board in frame, of about thirty tons burthen, left China accordingly in the months of April and May, 1789. They had also on board, in addition to their crews, several artificers of different professions, and near seventy Chinese, who intended to become settlers on the American coast, in the service, and under the protection of the associated company.

That on the 24th of April, 1789, the Iphigenia returned to Nootka Sound; and that the North-West America reached that place a few days after: that they found, on their arrival in that port, two American vessels, which had wintered there; one of them was called the Columbia, the other the Washington: that on the 29th of the same month, the North-West America was dispatched to the Northward to trade, and also to explore the Archipelago of St. Lazarus.

That on the 6th of May, the Iphigenia being then at anchor in Nootka Sound, a Spanish ship of war, called the Princeffa, commanded by Don Stephen Joseph Martinez, mounting twenty-six guns, which had sailed from the Port of San Blas, in the Province of Mexico, anchored in Nootka Sound, and was joined on the 13th by a Spanish snow of sixteen guns, called the San Carlos, which vessel had also sailed from San Blas, loaded with cannon and other warlike stores.

That from the time of the arrival of the Princeffa until the 14th of May, mutual civilities passed between Captain Douglas and the Spanish officers, and even supplies were obtained from Don Martinez for the use of the ship; but on that day he, Captain Douglas, was ordered on board the Princeffa, and, to his great surprize, was informed by Don Martinez, that he had the King's orders to seize all ships and vessels he might find upon that coast, and that he, the Commander of the Iphigenia, was then his prisoner: that Don Martinez thereupon instructed his officers to take possession of the Iphigenia, which they accordingly did, in the name of his Catholic Majesty, and the officers and crew of that ship were immediately conveyed as prisoners on board the Spanish ships, where they were put in irons, and were otherwise ill treated.

That



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That as soon as the *Iphigenia* had been seized, Don Martinez took possession of the lands belonging to your Memorialist, on which his temporary habitation before mentioned had been erected, hoisting thereon the standard of Spain, and performing such ceremonies as your Memorialist understands are usual on such occasions; declaring, at the same time, that all the lands comprized between Cape Horn and the sixtieth degree of North latitude did belong to his Catholic Majesty; he then proceeded to build batteries, store-houses, &c. in the execution of which he forcibly employed some of the crew of the *Iphigenia*, and many of them who attempted to resist were very severely punished.

That during the time the commander of the *Iphigenia* remained in captivity, he had frequently been urged by Don Martinez to sign an instrument, purporting, as he was informed, (not understanding himself the Spanish language) that Don Martinez had found him at anchor in Nootka Sound; that he was at that time in great distress; that he had furnished him with every thing necessary for his passage to the Sandwich islands; and that his navigation had in no respect been molested or interrupted: but which paper, on inspection of a copy thereof, delivered to Mr. Douglas, and hereunto annexed, (No. II.) appears to be an obligation from him and Mr. Viana, the second captain, on the part of their owners, to pay on demand the valuation of that vessel, her cargo, &c. in case the Viceroy of New Spain should adjudge her to be lawful prize, for entering the Port of Nootka without the permission of his Catholic Majesty: that Captain Douglas, conceiving that the port of Nootka did not belong to his Catholic Majesty, did frequently refuse to accede to this proposal; but that Don Martinez, partly by threats, and partly by promises of restoring him to his command, and of furnishing him with such supplies of stores and provisions as he might stand in need of, ultimately carried his point; and having so done, he, on the 26th of the same month, was restored to the command of the *Iphigenia*, but restrained from proceeding to sea, until the return of the North-West America; insisting that he should then dispose of her for 400 dollars, the price which one of the American captains had set upon her.

That during the time the Spaniards held possession of the *Iphigenia*, she was stripped of all the merchandize which had been provided for trading, as also of her stores, provisions, nautical instruments, charts, &c. and, in short, every other article (excepting twelve bars of iron) which they could conveniently carry away, even to the extent of the master's watch, and articles of cloathing.

That the commander of the *Iphigenia*, finding himself thus distressed, applied for relief, and after much solicitation obtained a trifling supply of stores and provisions, for which he was called upon to give bills on his owners. The articles so supplied were charged at a most exorbitant price, and very unequal in quality or quantity to those which had been taken from him.

That notwithstanding what had been insisted on by Don Martinez, respecting the sale of the North West America, he had constantly refused to dispose of that vessel on any ground,

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ground, alleging that, as she did not belong to him, he had no right to dispose of her; that the North-West America not returning so soon as was expected, he, Capt. Douglas, was told by Don Martinez, that on his ordering that vessel to be delivered to him for the use of his Catholic Majesty, he should have liberty to depart with the Iphigenia; that he accordingly, on the first of June, wrote a letter to the master of the North-West America, but cautiously avoided any directions to the effect desired, (vide Iphigenia's Journal) and availing himself of Don Martinez's ignorance of the English language, he instantly sailed from Nootka Sound, though in a very unfit condition to proceed on such a voyage, leaving behind him the two American vessels which had been suffered to continue there unmolested by the Spaniards, from the time of their first arrival; that the Iphigenia proceeded from thence to the Sandwich Islands, and after obtaining there such supplies as they were enabled to procure with the iron before mentioned, returned to China, and anchored there in the month of October, 1789.

Your Memorialist thinks it necessary upon this occasion to explain, that in order to evade the excessive high port charges demanded by the Chinese from all other European nations, excepting the Portuguese, that he and his associates had obtained the name of Juan Cawalho to their firm, though he had no actual concern in their stock; that Cawalho, though by birth a Portuguese, had been naturalized at Bombay, and had resided there for many years, under the protection of the East India Company, and had carried on an extensive trade from thence to their several settlements in that part of the world.

That the intimacy subsisting between Cawalho and the governor of Macao had been the principal cause of their forming this nominal connection; and that Cawalho had in consequence obtained his permission that the two ships above mentioned, in case it should be found convenient so to do, should be allowed to navigate under, or claim any advantages granted to the Portuguese flag.

That this permission had answered the purpose of your Memorialist, so far as respected the port charges of the Chinese, until the return of the Iphigenia; but the Portuguese Governor dying soon after her departure, and Cawalho becoming a bankrupt, his creditors demanded his interest in that ship; that your Memorialist having resisted their claim, an application was made by them to the succeeding governor for possession of the ship; that the governor had, in consequence, investigated the transaction, and finding that Cawalho had no actual concern or interest in the property, obliged her to quit the port; that this proceeding had subjected the Iphigenia at once to the increased port charges, which were instantly demanded by, and paid to, the Chinese.

Your Memorialist has stated this transaction thus fully, in order to shew that the Iphigenia and her cargo were actually and *bonâ fide* British property, as well as to explain the occasion of the orders which were given to her commander, extracts of which accompany this, and are referred to in the journal of that ship, having been under the inspection of Don Martinez.

Your



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Your Memorialist further begs leave to state, that after the departure of the *Iphigenia*, Don Martinez became apprized of the purport of the letter with which he had been furnished; and that, on the return of the *North-West America* off the port of Nootka, on the 9th of June, she was boarded and seized by boats manned and equipped for war, commanded by Don Martinez; that he did tow and convey the said vessel into the Sound, and anchoring her close to the Spanish ships of war, did then take possession of her in the name of his Catholic Majesty, as good and lawful prize; that the above mentioned vessel was soon after hauled alongside of the Spanish frigate; and that the officers and men, together with the skins which had been collected, amounting to 215, of the best quality, and also her stores, tackle, and furniture, articles of trade, &c. were removed on board the Spanish frigate; that the commander of the *North-West America*, his officers and men, were accordingly made prisoners, and Mr. Thomas Barnett, one of the officers of that vessel, and some of her men were, as appears by the affidavit of William Graham, one of the seamen belonging to that vessel, hereunto annexed, (No. IV.) afterwards put in irons.

That the *Princess Royal* arriving a few days after the seizure of the *North-West America*, and being allowed by Don Martinez to depart, the skins collected by the last mentioned vessel (excepting twelve of the best quality, which Don Martinez thought fit to detain) were returned to the master, and, with the permission of Don Martinez, were shipped on board the *Princess Royal*, for the benefit of the owners; and that ship, as appears by her Journal, put to sea on the 2d of July, to pursue the trade upon the coast.

That Don Martinez, after seizing the *North-West America* in the manner and under the circumstances above stated, employed her on a trading voyage, from which she returned after an absence of about twenty days, with seventy-five skins, obtained by British merchandize, which had either been found in that vessel at the time of her capture, or had been taken from the *Iphigenia*; and that the value of the furs so collected cannot, upon a moderate calculation, be estimated at less than 7,500 dollars, and which Don Martinez had applied to his own advantage.

That the *Argonaut* arrived off the Port of Nootka on or about the 3d of July, 1789. That Don Martinez, on observing her in the offing, boarded her in his launch, and with expressions of civility, promised Mr. Colnett, her commander, every assistance in his power; that before the *Argonaut* entered the Sound, Mr. Thomas Barnett (who had belonged to the *North-West America*, and who was then a prisoner) came off in a canoe, and informed Mr. Colnett of the proceedings which had taken place, and of the danger to which he was exposed; but that, under the assurances given by Don Martinez, that the *Argonaut* should remain unmolested, and being in want of refreshments for the crew, Mr. Colnett proceeded into Nootka Sound.

That, notwithstanding the assurances given by Don Martinez, he, on the next day, sent the first lieutenant of the *Princessa*, with a military force, to take possession of the  
Argonaut,



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Argonaut; and that ship was accordingly seized in the name of his Catholic Majesty, the British flag was hauled down, and the Spanish flag hoisted in its stead.

That on the seizure of the Argonaut, her officers and men were made prisoners; and Mr. Colnett was threatened to be hanged at the yard-arm, in case of his refusing compliance with any directions which might be given to him.

That on the 13th of July, the Princess Royal, as is stated in her Journal, again appeared off the Port of Nootka; that her commander approaching the Sound in his boat, in expectation of finding there the commander of the expedition, (from whom he was desirous of receiving instructions for his future proceedings) was seized and made prisoner by Don Martinez, and under threats of hanging him at the yard-arm, forced him to send orders to his officers to deliver up the Princess Royal without contest.

That a Spanish officer was dispatched into the offing with these orders; and that the vessel was accordingly seized in the name of his Catholic Majesty, and brought into port; that her crew were in consequence made prisoners; and that her cargo, consisting of 473 skins, including 203 which had been put on board her from the North-West America, as appears by the inclosed receipt, (No. V.) was seized.

That Mr. Colnett, from the circumstances of his capture, became so deranged, that he attempted frequently to destroy himself; and that, according to the last accounts received, the state of his mind was such as to render him unfit for the management of any business which might have been entrusted to his care; that in this melancholy situation, however, Don Martinez, notwithstanding the vessel and cargo had before been formally seized, attempted to procure from him the sale of the copper, of which a principal part of the cargo of the Princess Royal had been composed; and that such sale would actually have taken place, had not the other officers of that vessel, seeing Colnett's insanity, prevented it.

Your Memorialist farther begs leave to represent, that the American ship Columbia intending to proceed to China, the crew of the North-West America were ordered by Don Martinez on board her; principally, as your Memorialist understands, for the purpose of assisting her in her navigation to China, the greatest part of her own crew, as well as of her provisions, having been previously put on board the Washington, in order that she might be enabled to continue on the coast.

That the Columbia having reduced her provisions considerably from the supplies she had spared to her consort, was furnished from the Argonaut, by order of Don Martinez, with what was necessary for her voyage, said to be intended, however, for the supply of the North-West America; that previous to the departure of the Columbia, ninety-six skins were also put on board her, as appears by the paper hereunto annexed, (No. VI.) to defray the wages of the officers and crew of the North-West America, under a supposition that their late employers would be unable to liquidate their demands; first deducting,

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ducting, however, thirty per cent. from the sales, which Don Martinez had agreed should be paid for the freight on the said skins to the American commanders.

That the *Columbia*, thus supplied, left Nootka Sound accordingly, and proceeded to the Southward; that a few days after she entered Port Cox, where she was joined by her consort the *Washington*, from whom she received a considerable number of skins, conceived to be the whole, excepting the ninety-six before mentioned, which had been collected by the Americans and Spaniards, as well as by the British traders; and with which, after sparing a further quantity of provisions to the *Washington*, the *Columbia* proceeded to China, where she arrived on the 2d of November, and landed the crew of the North-West America.

That the crew of the North-West America, previous to their leaving Nootka Sound in the *Columbia*, saw the *Argonaut* proceed, as a prize, to San Blas; and that her officers and men, who were Europeans, were put on board her as prisoners; and that the *Princess Royal* was shortly to follow, with her crew in confinement in the same manner. The *Washington*, on joining the *Columbia* in Port Cox, gave information that the *Princess Royal* had also failed for San Blas.

That Don Martinez had thought fit, however, to detain the Chinese, and had compelled them to enter into the service of Spain; and that, on the departure of the *Columbia*, they were employed in the mines, which had then been opened on the lands which your Memorialist had purchased.

Your Memorialist begs leave to annex a deposition of the officers and crew of the North-West America, together with an extract of the Journal of the *Iphigenia*, and also some letters which he has received from Mr. Duffin, second officer of the *Argonaut*; which papers will serve to throw considerable light on the several transactions alluded to in this Memorial: He also has subjoined a statement of the actual as well as the probable losses which he and his associates have sustained from the unwarrantable and unjustifiable proceedings of Don Martinez, in open violation of the treaty of peace subsisting between this country and the Court of Spain, and at times and in situations where, according to the common laws of hospitality, they might have expected a different conduct.

Your Memorialist therefore most humbly begs leave to submit the case of himself and his associates to the consideration of Government, in full confidence that the proper and necessary measures will be taken to obtain that redress, which he and his associates have, as British subjects, a right to expect.

(Signed) JOHN MEARES.

*London, 30th of April, 1790.*

Your Memorialist also begs leave to annex an acknowledgment given by Don Martinez, of his having obtained possession of the North-West America. (No. XI.) J. M.

No. II.



# A P P E N D I X.

## Nº II.

COPY of a LETTER from MR. MEARES to CAPTAIN COLNETT,  
dated 17th APRIL, 1789.

[In Mr. Meares's Memorial of 30th April, 1790. No. I]

MACAO, 17th April, 1789.

S I R,

SO soon as the Argonaut is ready for sea, you will proceed on your voyage, and put into execution the several plans we have laid down, and with which you are so thoroughly acquainted; you are also so perfectly informed of the basis they are founded on, that any recapitulation here would be needless. We place the strongest reliance on your perseverance, temper and prudence, and are convinced that our hopes can only be matured but through an exertion of those dispositions. We strenuously recommend a moderate use of the powers you are invested with, not only in your transactions with ships of foreign nations,—who must be treated with that good faith and generosity which form the characteristic of the English nation, and which must turn ultimately to the honour and credit of your employers,—but to all ships of our own nation, to whom we desire you to be particularly attentive in cases of distress, or any other calamitous situation they may be thrown into. We impress on your mind this point, not only for the honour and credit resulting to us from such a liberal line of conduct, but from the absolute necessity of avoiding all subject of dispute with foreign powers: we hope that no motive whatever will induce you to deviate from this point; as we assure you, that a commerce that is not carried on with honour and respectability, as well as humanity, would be entirely repugnant to our feelings as men, and characters as British merchants,—a character, which appears to us in so respectable a light, that no emolument, no advantage whatever, would persuade us to countenance the smallest deviation from it in the persons and acts of those we employ.

Reports having been spread of great acts of cruelty and inhumanity being committed by the crews of various vessels on the coast of America, in their commerce with the natives, we now embrace the earliest opportunity of expressing our utter abhorrence of such hostile acts: we sincerely hope that no person or persons in our employ, will have cause to be reproached with any thing of this kind—acts, which we never will countenance or protect; on the contrary, we shall use every means in our power to have the perpetrators punished. We therefore most particularly order, that if, in the course of your command, any person or persons whatever, in our employ, shall commit any murder on the natives of

America,



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America, or on others, that you seize the offenders, and put them in irons, and send them to the agents in China, in order that they may be brought to condign punishment; we are here necessitated to dwell on this subject, from the strong reports of such atrocious acts being committed, which are at once not only destructive of the commerce, but of every sentiment of humanity; we recommend a steady pursuance of a mild conduct, as the only means to cultivate the good-will of the natives, and draw them within the verges of civilized life.

We recommend to you, if possible, to form a treaty with the various chiefs, particularly near Nootka. If you happily accomplish this, you at once become possessed of the furs of a great district with honour and credit, and without incurring a stigma; and, if there is a possibility of conquering our competitors, we beg it may be in a mode honourable to ourselves, and conducted with as much generosity and humanity as a strict attention to our business will admit.

On the strength of a treaty we form considerable hopes; for, although at the moment it may not be productive, yet in time it will be found the most stable way of accomplishing our wishes, and gaining the confidence of the chiefs, who are known to manage the commerce of their subjects: for this purpose we have supplied you abundantly with every article known to be had in estimation among them; and so anxious are we to have a good understanding, and the perfecting a treaty, that we authorise you to take under your protection all our allies, and protect them from insult from all persons whatever. Our sentiments on this head you will make known to all persons whom it may concern, in order that they may govern themselves accordingly.

You will keep a diary of your proceedings, in which every minute occurrence is to be recorded; and you will forward this account of your proceedings, from time to time, by all opportunities.

In planning a factory on the coast of America, we look to a solid establishment, and not one that is to be abandoned at pleasure. We authorise you to fix it at the most convenient station, only to place your colony in peace and security, and fully protected from the fear of the smallest sinister accident. The object of a port of this kind, is to draw the Indians to it, to lay up the small vessels in the winter season, to build, and for other commercial purposes. When this point is effected, different trading houses will be established at stations, that your knowledge of the coast and its commerce point out to be the most advantageous.

In the course of the summer we recommend your leaving single persons to reside with some of your friends, the chiefs of the Charlotte Isles, in order to collect the furs; the natives, in full persuasion of your returning to them, would keep back from our competitors; and here at once you will perceive the advantages to be derived from conciliating their confidence and good-will. To such people who are prone to serve their employers, rewards should be given, which should be agreeable to their successes.

You are so well acquainted with the American commerce, that it would be needless to dwell on the necessity of husbanding your articles of trade, of guarding against the

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impositions of the native merchants, and of impressing them with an idea of the superiority of your merchandise, &c. &c. The tide of fancy of those people may be turned; the fickleness of their disposition is well known to you, as well as your ingenuity to us in combating those difficulties. On the fall of the year we wish all the small craft to be laid up at the factory, which you will name Fort Pitt.

You will invest Mr. R. Duffin with the superintendence of this station, and strenuously recommend him to keep good order and harmony therein; to build storehouses for the reception of the tackle and furniture of the shipping that you may order to be laid up; and, above all, to recommend to him to use every precaution against the scurvy, by exercise and the unremitting use of the decoction of pine tops.

You will, in the winter season, send what vessels you judge proper to the Sandwich Islands for provisions, &c. In their return, we imagine that some of the natives of those isles, both men and women, may be embarked and transplanted to America, and made useful in our employ; this must be done with their own consents, and with every precaution with regard to their health as well as happiness.

We desire the Argonaut may be returned to China the end of this season with the furs. You will deliver her to Captain William Douglass, and receive from him the Iphigenia and America, shifting the crews, &c. &c. You will also receive his surplus trade, and all other stores of that nature, and in return supply him with refreshments to carry him to the islands, where he can procure a supply.

The furs you send to China, we desire may be well cleaned, and otherwise dressed, classed, and put into chests; samples of each quality must be put into a separate box; every skin, piece, and tail, must be numbered, and a register kept of the whole, and transmitted to us, with your other dispatches, by Captain Douglas: in these you will be very particular in advising us of all articles wanted for the year 1790.

We recommend to your attention the state of the markets in China; the vast difference between good and bad skins, as a guidance to your purchases on the coast; as 100 prime skins are most assuredly worth 500 bad, independent of lessening the value of your articles of commerce. All collections of furs, to the latest period, you will send home in the Argonaut.

Sea-otters tails and seal skins now become an object, from the price they bear.—It will be entirely needless to direct you in the purchases of furs, where you are so well acquainted; this we leave entirely to yourself; but we cannot avoid reminding you, and to desire a strict attention is paid, that no illicit commerce is carried on by any persons in our employ: on any circumstances of this kind, the offenders may depend on our exacting, in the strictest manner, the penalties which a breach of articles may incur. The pay of officers of every description is extremely liberal; and we shall esteem it the duty of every individual to make known such circumstances of illicit commerce as may come within their knowledge, as in our eyes it is equally criminal, and shews a great neglect  
of

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of their employers' interest, to either hide or stifle such discovery; and you have our most positive orders, on such points coming to your knowledge, instantly to dismiss such persons, and those concerned, from our service; nor will we permit any deviation from this point, except your reasons are strong and sufficient for pursuing a different line of conduct.

We also authorise you to dismiss from your service all persons who shall refuse to obey your orders, when they are for our benefit; and, in this case, we give you to understand, the Princess Royal, America, and other small craft, are always to continue on the coast of America; their officers and people, when the time of their service is up, must be embarked on the returning ship to China; and on no account whatever will we suffer a deviation from those orders.

Should you meet with any of the ships of Messrs. Etches and Co. on the coast, you will of course afford them every assistance in your power; but as we shall have no interest in those ships, if you can induce the commanders to trade on our joint account, it will be most agreeable to us; but no trading connexions whatever must be, except on account of the present company. To the person entrusted with the command of those ships, you will make known the nature of our connexions with Mr. Etches; you will in consequence make a demand of all their surplus stores, or articles of commerce, &c. they have to dispose of, in order that they may be left in the factory; and a particular account must be taken of all that are delivered, as they must be accounted for to Mr. Etches by the Company. We have no doubt but that your requisition will be complied with, as it ultimately tends to the good of their employers.

The number of competitors you will meet with on the coast, will, we fear, somewhat diminish your collection of furs, as well as enhance their price; we have no doubt of your activity and perseverance, as well as address, in your negotiations. We place the strongest reliance on your vigilance and caution; and as we have conferred on you the most ample powers, in return we look for considerable responsibility, and a happy completion of our plans. In a full persuasion of this, we shall take our leave, with a strong recommendation of unanimity amongst your officers, and the strictest discipline over your people.— We wish you health and a prosperous voyage,

And remain, &c.

J. M E A R E S.

*For Messrs. Etches, Cox, and Co.*



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### N<sup>o</sup> III.

EXTRACTS of a LETTER from MR. MEARES to CAPTAIN COLNETT,  
*dated MACAO, 25th April, 1789.*

[*In Mr. Meares's Memorial of the 30th April, 1790. To accompany Inclosure No. I.*]

“ WE have well-founded information, that Mr. Jaques, Mate of the Princess Royal, gave copies of his own and Captain Hudson's journals and charts to Captain Metcalf, who commanded an American ship, when he was in China. This act of Mr. Jaques we esteem to militate so extremely against himself and our service, that we desire you to return him to China.

“ As it is probable, that in autumn, 1790, you may meet with a store ship from England, on the company's account, we have the strongest hopes, that should that event happen, that from her you will form the entire establishment of the coast on such reasonable terms under the present, that will meet our satisfaction, and enable the Company, through the medium of œconomy, to destroy all competition. It is probable, however, that all those engagements may be settled in England prior to the departure of the store-ship: in this case you will resign the charge of your concerns to those who are appointed to manage the same, and return, with the officers and people who are impressed from China, in the store-ship, or the Argonaut, whichever you think most eligible; but we rather apprehend that, by the above period, you will have so much tonnage on the coast, that it will be needless detaining the Argonaut, more particularly as we shall want her in 1791, to return her again to the coast. We have nothing more to repeat in addition to the former orders.”

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### N<sup>o</sup> IV.

OBLIGATION TO RESTORE THE SHIP IPHIGENIA TO HIS CATHOLIC  
MAJESTY IF DEEMED A LAWFUL PRIZE.

[*In Mr. Meares's Memorial of the 30th April, 1790. No II.*]

ON board His Majesty's Frigate, called Our Lady of the Rosary, alias the Princess, 25th May, of said year; I, D<sup>n</sup> Francis Joseph Viana, and Don William Douglas, the first Captain, and the second Supracargo of the Packet-boat Iphigenia Nubiana,

A P P E N D I X.

Nubiana, at anchor in this Port of St. Lawrence of Nootka, being empowered by D<sup>a</sup>  
declare bind

John Cawalho, inhabitant of and trader at Macao; We say that we oblige ourselves (in name of said Cawalho, to whom belongs said Packet-boat) to satisfy whomsoever shall present to us the import of valuation by experienced persons of said vessel, with lading and other appurtenances on board; and in order the better to certify in the antecedent inventory, in case that H. E. the Viceroy of New Spain may judge the said packet-boat, the Iphigenia, to be a prize, on account of having found us at anchor in said Port of Nootka, without having a passport, permission, or particular from His Catholic Majesty for so doing, that is, for navigating or anchoring in seas or ports

bind  
belonging to his dominions. For all which we oblige ourselves to the said D<sup>a</sup> John  
bind

Cawalho, as lawful owner of said packet, and we oblige ourselves in his name, in all lawful form, with our persons and effects, present and future, to the satisfaction of the  
value

quantity of contents of said inventory, masts, stores, cargo, &c. contained in said inventory; subjecting ourselves, as we do subject ourselves, to the laws, pragmatic sanctions, and ordinances of said Sovereign; and renouncing, as we do renounce, all laws, liberties, and privileges, which might favour us, without it being necessary in the exhi-  
value

bition of the said quantity, in which we may be condemned, to have recourse to law-suit;  
unstamped

for although this obligation be made upon simple paper, we give it as much force and value as if it were a writing made before a royal or public notary, and for its force we sign three of one tenor, one being fulfilled, the others to be of no value, which we have signed with our hand and signature, and authorized by the Commandant D<sup>a</sup> Stephen Joseph and by the proper Notary, Raphael de Canizares, on said day, month, and year, being witnesses thereto D<sup>a</sup> John Kendrick, Commander of the Boston frigate, named the Columbia, and D<sup>a</sup> Joseph Ingraham, second captain and first pilot of said frigate; and of this I give faith—Francis Joseph Viana—William Douglas—John Kendrick—Joseph Ingraham—Stephen Joseph Martinez—Raphael de Canizares.

This is a literal copy of the Obligation, of which triplicates were signed at the foot of the inventory made of the said packet-boat of Macao, whereof I certify. On board the Princess frigate, 26th May, 1789.

RAPHAEL DE CANIZARES.

No V.

A P P E N D I X.

N<sup>o</sup> V.

EXTRACT of a LETTER from MR. MEARES to CAPT. WILLIAM DOUGLAS,  
*Commanding the IPHIGENIA; dated at Sea, 2d February, 1788.*

[*In Mr. Meares's Memorial of the 30th April, 1790. No III.*]

ON your return to Macao you will seal up your log-book, charts, plans, &c. &c. and forward them to Daniel Beale, Esquire, Canton, who is the ostensible agent for the concern; and you have the most particular injunctions not to communicate, or give copies of any charts or plans that you may make, as your employers assert a right to all of them, and as such will claim them.

Should you, in the course of your voyage, meet with the vessels of any other nation, you will have as little communication with them as possible; should they be of superior force, and desire to see your papers, you will shew them. You will be on your guard against surprize. Should they be either Russian, English, Spanish, or any other civilized nation, and be authorized to examine your papers, you will permit them, and treat them with civility and friendship; but at the same time you must be on your guard. Should they attempt to seize you, or even carry you out of your way, you will prevent it by every means in your power, and repel force by force; you will on your arrival protest publicly, before a proper officer, against such illegal procedure, and ascertain, as near as you can, the value of your cargo and vessel, and send such protest, with a full account of the transaction, to us at China.

Should you, in such conflict, have the superiority, you will then take possession of the vessel that attacked you, as also her cargo, and bring both, with the officers and crew, to China, that they may be condemned, and their crews punished as pirates.

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N<sup>o</sup> VI.

EXTRACT of a LETTER from MR. MEARES to MR. R. FUNTER, *Second Officer of the FELICE, commanding the AMERICA; dated Friendly Cove, Nootka Sound, 10th Sept. 1788.*

[*In Mr. Meares's Memorial of the 30th April, 1790. To accompany Inclosure No III.*]

YOU are, on no account, to hoist any colours until such time as your employers give you orders for this purpose, except on taking possession of any new discovered land; you will then do it, with the usual formality, for the Crown of Great Britain.

No VII.



A P P E N D I X.

Nº VII.

THE INFORMATION OF WILLIAM GRAHAM.

[In Mr. Meares's Memorial of the 30th April, 1790. No IV.]

Middlesex, } The Information of William Graham, of Grub Street, Mariner, taken  
to wit. } before me Sir Sampson Wright, Knight, one of His Majesty's  
Justices of the Peace for the said County of Middlesex, this 5th  
Day of May, 1790.

WHO, being on oath, says, That on or about the month of September, 1788, he entered himself on board the vessel called the North-West America, then lying in King George's Sound, on the North-West Coast of America, belonging to Mr. John Meares, a merchant trading in those parts: And further says, That he saw said vessel launched in said harbour under British colours, and navigated under the British flag, and that she was commanded by Robert Funter, who is a British subject.

And this Informant further says, That said ship was trading on account of said John Meares on the North-West Coast of America, between the latitudes of 60° and 45° North, for furs, a large number of which they had purchased and got on board; and that being in want of provisions, they sailed from the Archipelago of St. Lazarus, where they had been so trading as aforesaid, and returned to King George's Sound for a fresh supply of provisions, at which time the natives were bringing great quantities of furs for sale.

And this Informant further says, That when the said vessel arrived in the Offing of said King George's Sound, a number of boats came out of said Sound, and seized said vessel, and conducted her into said Sound; that one of said boats had a gun in her bow, and all the people on board the boats were Spaniards, and were armed with cutlasses, pistols, and musquets; that they took possession of said vessel in the name of the King of Spain, and made this Informant and the rest of the crew prisoners.

That on entering said Sound in manner aforesaid, he, this Informant, saw two Spanish men of war lying there, one carrying twenty-six guns, called the Princeffa, and the other twenty-four guns, called the St. Carlos, with several hundred men on board, and carrying the Spanish flag.

That the Spaniards who had boarded said vessel as aforesaid, brought her to an anchor close to said frigates, and put the captain and crew of said vessel on board said frigates; that they then took out of said vessel all the furs and other merchandize, and put the  
same

## A P P E N D I X.

same also on board said frigates, and then hoisted the Spanish flag on board the vessel they had so captured.

That the Spaniards entreated this Informant, and the rest of the crew of said vessel, to enter themselves as seamen on board said frigates, which they all refused to do; that said Spaniards then put the crew of said vessel in irons, and fed them with horse-beans and water for the space of about three weeks, and beat and otherwise ill treated several of them.

And this Informant further says, That he was informed that the name of the officer who commanded said frigates is Stephen Joseph Martinez; and he also further says, that if said vessel could have continued longer in the Archipelago of St. Lazarus, from whence she was obliged to return to King George's Sound through want of provision, or if she had got a supply of provisions at said Sound, and gone back to the Archipelago (from which she was prevented by being captured as aforesaid) he is well assured that they should have collected a large quantity of furs and other merchandize, and that the voyage would have been very advantageous to the parties interested therein.

That soon after the capture of said vessel as aforesaid, she was fitted out, and sent on a trading voyage, by said Stephen Joseph Martinez, manned with Spaniards, bearing the Spanish flag, and having also on board one David Coolidge, mate of the sloop Washington, belonging to the United States of America, which was then lying in said Sound; and in the month of July following, said vessel returned to said Sound, having on board a considerable quantity of otter-skins, which he, this Informant, saw taken out of said vessel, and put on board said frigates.

That on the 14th day of the month of June, 1789, the Princess Royal merchant ship of London, belonging to said Mr. Meares and others, and commanded by Mr. William Hudson, came into said Sound with British colours flying, and anchored near the said frigates; that said vessel, Princess Royal, lay in said Sound a few days, and then sailed (having first obtained the permission of said Martinez so to do) without any other interruption or molestation whatever.

That on or about the 3d of July, the Argonaut, a merchant ship appeared in the Offing of said King George's Sound, commanded by James Colnett; that said Martinez equipped a launch with twenty men and upwards, and went with the same himself, accompanied by Richard Howe, an American, and supracargo of the ships Columbia and Washington, belonging to the United States of America, and then lying in said sound) on board said Argonaut; that said Argonaut sailed into, and anchored in, said Sound with British colours flying; that the next morning the Argonaut wanting to put to sea, was prevented by said Martinez, who seized said vessel with an armed force, took the captain and crew on board said frigates, and put them in irons; that said Martinez ordered the British colours on board the Argonaut to be hauled down, and the Spanish colours to be hoisted, and fired a gun on board the Argonaut, and took possession of the vessel in the name of His

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Catholic Majesty; that said Martinez then ordered all the property on board said Argonaut to be removed on board said frigates; that on the 13th day of July, the before-mentioned vessel the Princess Royal appeared in the Offing of said King George's Sound, and that Robert Hudson, Master of said vessel, came into said Sound in his boat; that said Martinez immediately seized said boat, together with said Hudson and the boat's crew, on whom several Spanish soldiers, who were on board the Argonaut and the Princessa (one of said frigates) fired with ball; that when said Hudson came alongside said frigate in his boat, the crew belonging to said frigate beat said Hudson and his men, and threw said Hudson down the after hatchway of said frigate, saying, "Get down, you English dog," and afterwards put him in the cabin under a guard of soldiers; that the Spaniards then launched two boats, armed with cutlasses, &c. which went on board the Princess Royal, and brought her into the Sound; that they then fired a gun on board her, hauled down the English and hoisted Spanish colours on board her, and put the crew, all the merchandize, and other property that was in her, on board one of said frigates, and took possession of said Princess Royal in the name of His Catholic Majesty; that at this time he, this Informant, saw two Spanish batteries which were erected on shore in said Sound, the one mounted sixteen guns, and the other seven guns, with the Spanish flag flying thereon.

And this Informant further says, that he remained in confinement on board one of said Spanish frigates for the space of three weeks, and was then put on board the aforesaid American vessel the Columbia, in order to return to China; that before said vessel sailed, he, this Informant, was several times on board the Argonaut, where he saw Captain Colnett and his officers confined in the cabin, and the crew in the fore-hatchway in irons.

And this Informant further says, that he sailed from China on board the Felice, and arrived in said King George's Sound in the month of May, 1788; that in about a fortnight or three weeks after their arrival he saw Mr. Meares deliver some articles of merchandize to Maquilla, the sovereign prince of the said Sound, which he then understood and believed were given as a consideration for lands which the said Mr. Meares had required for an establishment on shore; that said Mr. Meares did erect a building and other conveniencies on said land, and that the same were taken possession of by said Martinez, who raised a battery of two guns, and hoisted the Spanish flag thereon.

And this Informant says, that there were a number of men, natives of China, at said Sound, who had been taken thither by said Mr. Meares; and that said Martinez refused to let them return to China, and employed them in erecting batteries and other works, and, as he hath been informed, in digging in the mines.

That while he was on his passage in the Columbia to China, he saw a quantity of furs put on board said vessel from said Princessa, and that the name Martinez was stamped or marked thereon; that in Port Cose, in their way to China, (and where the Washington and Columbia met) he also saw a number of furs put on board the Columbia from the Washington.



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And this Informant hereby acknowledges, That he has received from said Mr. Meares all the wages due to him from the time of his embarking on board the Felice as aforesaid, to the time of his arrival in China on board the Columbia; and says, that the principal reason of his coming to Europe was to give information of the before-mentioned transactions.

That when he was at Port Cofe, in the Columbia as aforesaid, Captain Kendrick, who commanded said vessel, told this Informant that if he would not sign articles to assist in navigating her to China, he would turn him ashore among the Indians; and in consequence of said threats, he signed said articles; and he, this Informant, is of opinion, that if he and others under the like circumstances had not given such assistance, they could not have carried said vessel to China: but he did not receive any recompence for such service.

WILLIAM GRAHAM.

Sworn before me the day and  
year above written,  
SAMPSON WRIGHT.

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## N<sup>o</sup> VIII.

### T. HUDSON'S RECEIPT FOR TWO HUNDRED AND THREE SEA-OTTER SKINS.

[In Mr. Meares's Memorial of 30th April, 1790. No. V]

*July 2d, 1789, in Friendly Cove, Nootka Sound.*

RECEIVED from Robert Funter, two hundred and three sea-otter skins, numbered 1 to 215, in good order and well conditioned; of which numbers, twelve are wanting, viz. No. 96, 170, 179, 180, 163, 197, 199, 202, 203, 204, 205, and 208, which I promise to deliver in the like good order and condition at Macao, Canton, or any other port where they may be ordered by the established Company of Merchants trading from the above ports to this coast.

Witness my hand this 2d day of July, 1789,

T. HUDSON.

203 skins.

No. IX.

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Nº IX.

CERTIFICATE of NINETY-SIX SKINS *being shipped on board the COLUMBIA.*

[In Mr. Meares's Memorial of 30th April, 1790. No. VI.]

OF the ninety-six skins, which I have permitted to be embarked on board the Columbia, to Captain Robert Funter, and Pilot Thomas Barnet, on their account, they shall pay to the Captain of said frigate, John Kendrick, the corresponding freight for said skins, as also the support of the crew, and payment of said individuals; because that they might not lose their labour and pain, I have given this permission, leaving to the said captain and pilot their right, apart, to demand of Don John Cawalho, in whose service they were, *of the London Company of Free Trade*, as this has satisfied the expences incurred by said Cawalho in his vessels by means of the purchase.

On board this frigate under my command, in  
the Port of St. Lawrence of Nootka, 14th  
July, 1789.

(Signed) STEPHEN JOS. MARTINEZ.

This is original copy of an order, which they say Don Stephen Joseph Martinez, Captain of the Spanish frigate, gave.

Canton, 2d December, 1789.

MANUEL NETGOLE, First Supercargo  
of the Philippine Company.

Witness,  
HENRY HOPMAN, Third Supercargo.

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Nº X.

DEPOSITION of the OFFICERS and MEN of the Schooner NORTH-WEST AMERICA.

[In Mr. Meares's Memorial of 30th April, 1790. No. VII.]

WE, the undermentioned Captain and Seamen of the North-West America, a vessel of forty tons burthen, or thereabouts built in King George's Sound, on the North West Coast of America, by Captain John Meares, agent for the Society of British Mer-

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chants trading to those parts, and launched under the colours of Great Britain, make-oath before the Chief Supercargo of the Honourable East India Company resident at Canton :

That in the month of September, in the year of our Lord 1788, the carpenters of the said John Meares did, with the assistance of divers natives of America, build, launch, and equip a schooner of forty tons, or thereabouts, in the sound or port discovered by the late Captain James Cook, and named by him King George's Sound, in honour of our most gracious sovereign; that the said John Meares did name the said vessel the North-West America, as the first vessel ever built in that part of the world; that she was equipped at a great and heavy expence of stores, tackle, and furniture, particularly iron, the most valuable commodity in those parts; that all those stores, iron, &c. were conveyed to the American coast, with infinite labour, cost, charge, and expences, on the ship Iphigenia, as appears by her books of outfit and equipment; that the said John Meares did appoint Mr. Robert Funter master of the North-West America, deeming him a full and sufficient person to conduct her commerce and guidance, and did also appoint Peter Henry, Robert Davidson, and John East, quarter-masters of the said schooner, as well as Thomas Thistlewood, William Graham, and John Clarke, mariners, all subjects of the crown of Great Britain; and also assisting, a native of China, a carpenter, and Affee and Aebaw, mariners of the same country, to compose her crew, to trade along the North-West coast of America, on account and for the benefit of the associated merchants of Great Britain trading to those parts; and that we, the above-mentioned people, have been paid our full and just wages agreeable to justice, from the time of our first sailing from China until the time of our return, as the books of outfit will shew, and agreeable to our receipts.

That on the 9th of June, 1789, being returned to King George's Sound from a trading expedition amongst the Charlotte's Isles, unsuspecting enemies or other hostile attacks, there did come from thence boats manned and equipped for war, commanded by Don Joseph Stephen Martinez, commander of two ships of war of His Catholic Majesty then in King George's Sound, and did tow or convey the said North-West America, her crew, tackle, cargo, and furniture, into the said Sound, and did anchor her close to the Spanish ships of war, and then did take possession of the schooner, her tackle, cargo, furniture, goods and chattles of the associated merchants, in the name of His Catholic Majesty, and as a good and lawful prize.

That the said schooner North-West America did barter and trade with the natives of the North-West coast of America, for two hundred and fifteen sea-otter skins of good and prime quality; that the said number of two hundred and fifteen sea-otter skins were put on board of the sloop Princess Royal, of London, belonging to the associated merchants, for their use and advantages.

That



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That the said Robert Funter and his crew were removed prisoners on board the said Spanish ships of war, to their vexation, detriment, and loss; and that the said schooner *North-West America* was taken out of his care, and given up to the plunder of the subjects of His Catholic Majesty; that the colours of Spain were hoisted on board the said *North-West America*; that every formality was used by the Spaniards, by sprinkling holy-water, &c. on the above vessel, in order to cover their unjust and cruel proceedings.

That the quantity of trade and commerce on board the *North-West America*, when taken by the Spaniards, was great and considerable; and that being in want of provisions, she returned to King George's Sound, in the sole hopes of meeting with some of the ships of the associated merchants, to receive from them the supplies wanted; that numbers of skins were left behind amongst the *Charlotte's Isles*; and we do aver, to the best of our belief, that had there been sufficient provisions on board the schooner, so as to have permitted her further stay, that one thousand sea-otter skins would have been collected, in addition to the two hundred and fifteen above-mentioned: and we further make oath, That the detention in King George's Sound, by Don Joseph Stephen Martinez, was to the ruin of the voyage, and the irreparable loss of the associated merchants.

That the said *North West America* was immediately equipped and manned by Don Joseph Stephen Martinez, with Spanish officers and seamen, with Mr. David Coolidge, first mate of the sloop *Washington*, of the United States of America, a pilot; that she sailed from King George's Sound under the Spanish flag on a trading voyage; that in the month of July she returned to the said Sound with a cargo of seventy-five sea-otter skins, or upwards, to the heavy loss of the associated merchants.

That we do further make oath, That Don Joseph Stephen Martinez did offer to Mr. Robert Funter to go as pilot to the schooner, to shew the different harbours where skins were to be collected, and to trade along the coast; and as an inducement to accept of this station, the said Don Joseph Stephen Martinez did offer unto the said Mr. Robert Funter the half of all furs or valuables collected during the voyage; and the said Mr. Robert Funter having acquired a considerable knowledge of the trade of the North-West coast of America, was pressed by Don Joseph Stephen Martinez to discover the nature of the commerce, and to enter into their service. And we do further make oath, That those offers of Don Joseph Stephen Martinez were rejected with indignation, as incompatible with our being in the service of the associated merchants.

That the said Don Joseph Stephen Martinez did make use of all manner of threats and other unlawful endeavours of punishments and imprisonments, &c. &c. &c. to induce the said Robert Funter to make some instrument of writing, whereby the right and title of said schooner *North-West America*, should be conveyed to the above Don Joseph Stephen Martinez; that all those efforts and threats were sustained without giving such

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an instrument in writing: And do further make oath, That of the two hundred and fifteen sea-otter skins collected on board the North-West America, twelve were either lost or stolen on board the Spanish ship Princeessa, which reduced the above number of two hundred and fifteen to two hundred and three skins, which were put on board the Princess Royal.

That on or about the 14th of July, the Princess Royal of London, being in want of wood and water, and otherwise much distressed, did sail into King George's Sound, and did anchor near to the Ships commanded by the said Don Joseph Stephen Martinez; and that Mr. William Hudson, master of the above vessel, finding the schooner North West America, belonging to the associated merchants, with cargo and tackle, &c. seized by the Spaniards, did receive on board the said sloop Princess Royal, with the leave and licence of Don Joseph Stephen Martinez, the number of two hundred and three prime sea-otter skins, on account of the associated merchants; the said Don Joseph Stephen Martinez having determined to capture the hull and tackle of the North West America, but liberate the cargo of the above number of two hundred and three sea-otter skins.

That the above sloop Princess Royal, William Hudson, master, did put to sea out of Nootka Sound, having on board the above cargo of the associated merchants, and after having signed a receipt for the above skins, which receipt is attached to this affidavit.

And we do further make oath, that the receipt attached to this affidavit, is the true and just receipt received from William Hudson, master of the Princess Royal.

And we do make oath, that the ship Argonaut, commanded by Lieutenant James Colnett, of his Majesty's navy, and belonging to the associated merchants, did arrive off King George's Sound, on or about the 3d of July 1789; and that Don Joseph Stephen Martinez perceiving the said vessel in the offing, did man and equip a launch with seventy men and upwards, and went himself, accompanied by Mr. Richard Howe, an American, and supercargo of the ships Columba and Washington, belonging to the United States of America, and then in King George's Sound, and went on board the said ship Argonaut, where he was received with every friendship and civility; that the Argonaut being come off a long voyage, and otherwise much distressed, was enticed and decoyed into the said Sound by the assurances, and resting on the faith of Don Joseph Stephen Martinez, who promised him every assistance and friendship; and that the ship Argonaut having in consequence of this, entered King George's Sound, was boarded by armed boats equipped from the Spanish ships, and seized and made a prize of, her officers, crew, and cargo, in the name of his Catholic Majesty, by Don Joseph Stephen Martinez; and that the officers and crew were immediately removed on board the Spanish ships, and the British ship Argonaut was given up by Don Joseph Stephen Martinez to plunder, not only the goods, &c. of the associated merchants, but the private moveables and valuables of the officers and crew.

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That Don Joseph Stephen Martinez, with priests and all due formalities, hoisted the flag of Spain on the British ship Argonaut, and did threaten Captain James Colnett, that if he did not comply with all orders, injunctions, and other demands, that they would immediately hang the said Captain James Colnett at the yard arm, which pressed so forcibly on the mind of the said Colnett, that it deprived him of his senses; that he made repeated attempts to destroy himself, and did once jump out of the cabin window into the sea, and was with difficulty saved.

That the said Don Joseph Stephen Martinez, being in possession of the ship Argonaut, did take out of her the greatest part of her copper trade, arms, great guns, ammunition, provisions, tar, pitch, canvas, and other naval stores, with all the charts, instruments, &c. of the officers.

We do further make oath, that the journal of the ship Argonaut was true and faithfully delivered by Mr. Robert Duffin, first officer of the said ship, to Mr. Robert Funter, master of the N. W. America, as well as the letters signed Robert Duffin, and addressed to John Meares, agent for the associated British merchants trading to the North West coast of America, which journals or letters are attached to this affidavit.

And we do make oath, that on the 13th of July the sloop Princess Royal of London was out at sea, in the offing of King George's Sound, and that Mr. Robert Hudson, master of the said sloop, did take his boat and row into the said Sound, and that himself, boat and crew, were seized by Don Joseph Stephen Martinez, who made prisoners of them; and did by force and threats of hanging him at the yard arm, get the said William Hudson to write a letter on board the Princess Royal, then lying off at sea, to deliver up without contest the above sloop; and that Don Joseph Stephen Martinez did order his second Lieutenant, named Montefare, to take armed boats, equipped for war, and go on board the Princess Royal, and deliver the said written letter to the commanding officer on board; and that those boats did accordingly go to the Princess Royal, and did seize her, and with force confined the crew below the deck, and did carry her into King George's Sound, when Don Joseph Stephen Martinez did order the Spanish colours to be hoisted on the Princess Royal, and captured her officers, crew, cargo, tackle, and furniture, in the name of his Catholic Majesty.

That to the best of our knowledge and belief, the said Princess Royal had on board two hundred and seventy prime sea otter skins belonging to the associated merchants, as well as two hundred and three prime sea otter skins received from Mr. Robert Funter, master of the N. W. America, making in all four hundred and seventy three prime sea-otter skins, all which were seized by the said Joseph Stephen Martinez, in the name of his Catholic Majesty.

That the said Don Joseph Stephen Martinez did take possession, with all due form, &c. &c. of the Princess Royal of London. And we do further make oath, that Don Joseph Stephen Martinez did give us, the above-mentioned Mr. Robert Funter and sea-



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men, leave and licence to return to China in the American ship *Columbia*; and that we did embark on board the same ship, and did return to China on the 2nd of November, 1789; and that previous to our leaving King George's Sound, and the North-West coast of America, we did see sail out of the said port, the British ship *Argonaut* under the Spanish flag, a prize to Don Joseph Stephen Martinez, having on board Captain James Colnett, Mr. Robert Duffin, and the greater part of her crew, with a guard of fifty Spanish seamen, bound to the Spanish port of St. Blas, in the latitude of  $21^{\circ}$  or thereabouts, agreeable to the orders of Don Joseph Stephen Martinez; and that Joseph Tobar, first Lieutenant of the Spanish ship *Princesa*, was in command of the *Argonaut* on her leaving King George's Sound; and that the *Columbia*, and the American sloop *Washington* did depart from King George's Sound together, unmolested in any measure by the Spaniards, but on the contrary in full friendship and alliance, leaving in that Sound Don Joseph Stephen Martinez, with his two ships, and the sloop *Princess Royal* and the *N. W. America* as prizes. That the *Columbia* and *Washington* did steer to a harbour to the Southward of King George's Sound, where they separated, the *Columbia* returning to China, and the *Washington* remaining on the coast.

That we do further make oath, that Don Joseph Stephen Martinez did order a certain number of sea-otter skins (the number of which we cannot ascertain) to be put on board the American ship *Columbia*, previous to her and the *Washington's* leaving King George's Sound, and that the same ship *Columbia* did go to sea with those skins on board; and on the arrival of the two American ships at the port above-mentioned to the Southward, Mr. John Kendrick, master of the ship *Columbia*, did leave the said ship, and go on board the sloop *Washington*, taking the above-mentioned Spanish skins with him; and Mr. Robert Grey, master of the sloop *Washington*, did go on board the ship *Columbia*, and took charge of the said ship, quitted the coast of America, and returned to China as above-mentioned, leaving the sloop *Washington* in the above-mentioned harbour to the Southward.

And we do further make oath, that the provisions agreeable to the receipt attached to this affidavit, were put on board the ship *Columbia*, by order of Don Joseph Stephen Martinez, in order, as he said, to victual us, the captain and crew of the *N. W. America*; but that, instead of being appropriated to this use, part thereof were put on board the sloop *Washington*, then commanded by Mr. Kendrick, in order that she might continue out a longer trading voyage on the coast of America.

That the said Don Joseph Stephen Martinez did order to be shipped on board the ship *Columbia*, commanded by the said Mr. Grey, the number of ninety-six sea otter skins, for the purpose of fulfilling the contents of a Spanish paper attached to this affidavit, duly authenticated by the chief of the Spanish East India Company at Canton.

And we do further make oath, that the ship *Columbia*, on quitting the coast of America, was so weakly manned, that we do verily believe that she would not have been able

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to have returned to China, had it not been for the exertions of us, the master and seamen of the N. W. America; that the reason of this weakness on board the Columbia was their sending the greater part of their crew on board the sloop Washington, in order that she might be manned, and made more competent to continue on the coast of America.

Sworn at Canton, before the Honourable East India Company's chief Supra-cargo, this fifth day of December, one thousand seven hundred and eighty-nine:

(Signed)

ROBERT FUNTER, Master of the N. W. America.

ROBERT DAVIDSON, Quarter-master.

PETER HENRY, Quarter-master.

JOHN EAST, Quarter-master.

WILLIAM GRAHAM,

THOMAS LITTLEWOOD, } Seamen.

Sworn before me, at Canton in China, this fifth day of December, one thousand seven hundred and eighty-nine.

(Signed)

JOHN HARRISON jun. Chief Supra-cargo.

## Nº XI.

JOHN KENDRICK's RECEIPT for Provisions, &c. on board the Ship COLUMBIA.

[In Mr. Meare's Memorial of the 30th April, 1790. To accompany Inclosure, No. 7.]

13th JULY, 1789.

**R**ECEIVED from on board the Snow Argonaut, on board the ship Columbia, the under-mentioned articles; viz.

5 Casks of salt provisions.  
20 Pickles of rice.  
2 Small casks of vinegar.

12 Squares of shoe leather.  
2 Small casks of vinegar.

Per JOHN KENDRICK.

The above is a true copy of the original, signed as above, &c.

Per ROBERT DUFFIN.

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## Nº. XII.

### EXTRACT of the JOURNAL of the IPHIGENIA.

[In Mr. Meare's Memorial of 30th April, 1790. No. 8.]

#### REMARKS, &c. on BOARD the IPHIGENIA NUBIANA.

*April 20th, 1789.* AT one P. M. a breeze sprung up from the N. W; stood in for the Sound. At seven P. M. the tide and wind failing, dropped the stream anchor in fifty fathoms water, one mile from the shore, and two miles from Friendly Cove. At 10 A. M. weighed with a Southerly wind: shortly afterwards came along-side Captain Kendrick and officers; they had wintered in Friendly Cove, and had only removed a few days with their ship up to Moweena, about eight miles higher up the Sound. At eleven A. M. dropped anchor in the Cove, and moored with the pieces of junk; employed unbending sails and getting the top-gallant masts and yards down on deck:—This log at midnight.

*21st.*—Light winds and variable: the limbers being all choaked with the sand-ballast, so that the water could not find its way into the pump well, set all hands to work in the morning to clear the hold: departed this life Acchon Aching, a seaman; he was delirious from the time of his fall from the cross trees till he died: interred the corpse on shore.

*22d.*—The wind from the N. W. and S. W. with fair weather; sent some sails on shore, and erected a tent to put our empty casks in; employed in the hold, the cooper overhauling the provisions and putting fresh pickle in the casks.

*23d.*—First part light winds and variable; employed heaving out ballast; in the morning moved the tank to get to the limbers. At 10 A. M. arrived the sloop Washington from the Southward; I found that they had been out six weeks, and had procured about 300 sea otter skins.

*24th.*—Strong gales and hazy weather, with rain; employed moving the great guns in the hold, which we found a very laborious piece of work; every rope we had in the ship gave way, so that we were obliged to borrow a fall from the American sloop. Having intelligence that a sail was in the offing, dispatched the long-boat to her assistance; found her to be our consort the N. W. America; at noon she anchored in the Cove. Sailed out of the Cove the sloop Washington for Moweena.

*25th.*—Fresh gales and cloudy weather, with the wind from the S. W. Having intelligence that the American sloop was bound to the Northward as soon as they could get trade wrought up, I gave orders for the schooner not to unbend her sails, but to be hauled on shore immediately, to stop her leaks. At six P. M. having stopped her leaks



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as well as we could, by nailing lead over them, (for we had neither pitch or tar on board) and scrubbed her bottom, at ten hauled her off the ways.

26th.—In the morning hauled the schooner along-side, and struck her guns and other stores in; sent likewise on board her the following articles, viz. all the canvas I had got, one puncheon of bread, one cask of yams, one of pork, two of my best men, and second officer, who was well acquainted with the part of the coast I intended to send her; I sent on board her as trade, fifty bars of iron, thirty cut up, two hundred choppers, three dozen of adzes, one dozen of wood axes, and a quantity of large blue beads.

28th.—Moderate and clear weather, with the wind from N. E. At day-light towed the schooner out of the Cove, the long-boat attending her out to sea about two leagues.

May 6th.—Moderate and fair weather; having intelligence from the natives, that a vessel was in the offing, in the morning I ordered the long-boat to go off with the chief officers, (being unwell myself); about ten I was acquainted by my people, that the vessel appeared to be a ship, and not like the Felice; at eleven she dropped anchor, and saluted me with nine guns, which I returned; my boat came on board, and acquainted me she was a Spanish ship of war, commanded by Commodore Don Stephen Joseph Martinez, on discovery; that there were two others, a ship and a snow, that had parted company about fourteen days ago: the Commodore sent his compliments to me, and requested my company on board the *Princesa* (for that was the name of the ship) to dinner; I went on board, and carried him a present of a long feathered cloak and cap; he told me, on my going on board, he came from Oonalashka,—that he had been in Prince William's Sound and Cook's River,—and shewed me a copy of a letter I wrote in answer to one I received from Mr. Ismyloff, on the 25th day of June, 1788. At the time I wrote this letter I was in Cook's River; he was at anchor then off Montagu Island; how we came to pass one another, he sailing from the Sound to Cook's River, and I sailing from Cook's River to the Sound, I am at a loss to know. He fell in with the *Washington* to the Northward, and supplied her with several things she was in want of. I acquainted him with my distressed situation,—that the vessel had like to have foundered before we made the port, for want of pitch and tar to stop her leaks,—that I expected my consort from China every day; if she did not arrive, I must beg his assistance, which he promised me. Captain Kendrick arriving from Moweeena, after dinner we went on shore, accompanied by Don Joseph, and three padries that were to make all the Indians Christians: I thought they had taken a hard task in hand.

7th.—Foggy weather; people employed in cutting up fire wood.

8th.—Moderate breezes and fair weather; compleated our fire wood; waiting with great impatience for the arrival of the *Felice*.

9th.—Moderate weather. In the morning I accompanied the Commodore, the padries, and his officers to Moweeena, to dine with Captain Kendrick: in the evening we returned.

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10th.—Pleasant land and sea breezes. This day Captain Kendrick and officers, the Spanish Commodore, and the padries dined on board the *Iphigenia*; having one Sandwich Island hog left, and a few yams, I sent the hog on board the Spanish ship, and had it dressed after their own fashion; they added two or three other dishes, so that we made it out pretty well.

11th.—Cloudy weather and heavy rain. In the morning the Spanish Commodore went up to Moweena, taking his cot and bedding along with him. He promised to let me have the articles I was in want of at his return. In the evening we had intelligence by the natives of a vessel being in the offing.

12th.—Moderate and cloudy weather. In the morning, having got some pitch and tar from the *Princeffa*, hauled the long boat ashore, and set the carpenter and caulker to work to caulk her bottom. At three P. M. having finished the long boat, I intended to send him down to Wiccananish. At five P. M. Mr. Adamson acquainted me that Captain Meares was in the offing, and that the natives had sold him some fish; (having been unwell for some time past, and now confined to my bed,) I ordered him to go off with the long boat to his assistance. At six ditto I was acquainted she dropped anchor one mile to the Northward of the port and hoisted Spanish colours.

13th.—Moderate and cloudy weather. At ten A. M. came in and dropped anchor in the cove, the Spanish snow *St. Carlos*, commanded by Captain Arrow. He sent his compliments to me, and requested my company to dinner; being unwell I declined his invitation. In the afternoon he paid me a visit; and in the evening the Commodore came down from Moweena, accompanied by Captain Kendrick, and some of his officers.

14th.—At nine in the morning the Spanish commodore sent for me and Mr. Viana on board the *Princeffa*. As soon as I was on board he took out a paper, and told me, that was the King of Spain's orders to take all the vessels he met with on the coast of America; that I was now his prisoner. I urged the distress we were in before we reached the harbour; the vessel without cables; no pitch nor tar on board to stop her leaks; no bread on board, nor any thing to live on but salt pork; that if I had steered for any port in South America, the Spaniards would not have seized my vessel, but supplied me with the necessaries I was in want of, agreeable to the laws of nations; to take me a prisoner in a foreign port that the King of Spain had never laid claim to, was a piece of injustice that no nation had ever attempted before: but that, sooner than be detained as a prisoner, (although the vessel had like to have foundered before we got into the harbour,) if he would give me permission, I would instantly leave the port. This was denied. Forty or fifty men, with some officers, went on board, hoisted the Spanish colours, and took possession of the *Iphigenia*. The keys of my chest were demanded; my charts, journals, papers, and in short, every thing that was in the vessel, they took possession of. I was not so much as allowed to go on board. I enquired the cause of his not taking the *Washington* sloop, as he had orders from the King of Spain to take every vessel he met with on  
this



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this coast. He gave me no satisfactory answer; but told me my papers were bad; that they mentioned I was to take all English, Russian and Spanish vessels that were of inferior force to the *Iphigenia*, and send or carry their crews to Macao, there to be tried for their lives as pirates. I told him they had not interpreted the papers right; that though I did not understand Portuguese, I had seen a copy of them in English at Macao, which mentioned, if I was attacked by any of those three nations, to defend myself, and if I had the superiority, to send the captain and crew to Macao to answer for the insult they offered. The padries and the clerk read the papers over, and said they had interpreted the papers right.

In the evening of the 15th, Captain Kendrick came down from Moweena; having been informed Captain Kendrick was privy to my being taken prisoner, and that it was settled when the Spanish Commodore was last at Moweena, when he came on board the *Iphigenia* I refused to see him. This being reported to the Spanish Commodore, I was ordered, at ten o'clock at night (although I was very unwell) to turn out, and carry my bed on board the Spanish snow, it both raining and blowing at the time. Here I remained for some time without a soul to speak to. My servant, who was a Manilla man, and spoke the language very well, was not permitted to come near me, for fear of his discovering some of their proceedings that was carrying on. In short, they stole a number of things, and afterwards laid the blame on my servant. My people were divided between the two vessels, and every method made use of to entice them to enter. The sails were bent, and some new running rigging wove. A captain was appointed, and officers, to carry me to St. Blas. My officers were to be detained, and one half of my people on board the two Spanish ships, and I was requested to choose the quietest of my men to go along with me. A list of them I was desired to give to the commodore, as we were to sail in a few days. This I would not comply with, but told him, he might send home if he thought proper; that the *Iphigenia* was not fit to go to sea till she was caulked, and her leaks stopped. This they immediately set about. After taking every thing out of her, copper, iron, trade of every kind, and all my Sandwich Island pork, they fill'd the afterhold with sand ballast, that we had been at so much pains to get out. The schooner *North-West America*, and the *Felice*, being daily expected in, none of us were permitted to speak to the natives, although I found an opportunity to acquaint Maquilla, and the other chiefs, as did Mr. Ingraham, chief officer of the *Columbia*. We requested them to have boats ready to go off to Captain Meares and Captain Funter, and acquaint them not to come in to Nootka: that I was *cap chetled*, that is, taken; they told us they understood. They wanted to know if I was now a colt, that is, a slave,—that if I would go with them, they would send boats to watch for an opportunity to carry me off. They instantly shifted their village about four miles to the Northward, so that I am in great hopes both Captains Meares and Funter will have intelligence of my being captured. One of my people on board the *Iphigenia*, the servant, was bargaining with



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with the natives for some fish they had in their boat; the Spaniards, not understanding what was said, ordered him on board the Commodore's ship, and put him into the stocks, where he was strictly examined, and threatened severely, if he did not tell whether he had mentioned to the natives for them to go and tell Captains Meares and Funter not to come into Nootka. When they found he had not mentioned any thing about the other vessels, they wanted to know if the natives had not told him they had seen a vessel in the offing: he told them they had not. He was after this set at liberty, but ordered never to converse with the Indians, nor speak to them in future. I afterwards had a conference with Captain Kendrick, he denied being accessory to my being taken; that the Spanish Commodore had mentioned to him he would take Captain Meares prisoner as soon as he arrived in the harbour; that he had said every thing, and had made use of all his interest to prevent my being taken prisoner: how far this is true, I shall leave it for him to discover.

On the 22d the irons arrived from Moweena, which were made by Captain Kendrick's armourer. We were now to proceed instantly to St. Blas, and I was once more requested to choose one half of my men, as the other half was to remain with my officers. Finding not one of them would enter, or desert me, I declined giving the preference to any. Before we sailed, I requested my own private papers might be delivered up, likewise a copy of my ship papers, which was promised me. The interpreter, when he came to that part which mentions my defending myself in case I was attacked, and, if I had the superiority, to carry the aggressors to Macoa to be tried for the insult, mentioned to the Commodore, in my presence, that he thought the papers very good. I told him if that was the only cause he had to alledge against me, it would not be difficult for me to cast him in any court of justice in Europe. He had now got every thing out of her that he took a liking to; and what things I had belonging to myself, he robbed me of in as gentle a manner as he possibly could, by letting me know he must have my gold watch, my sextant, my stove, and all my charts; likewise all my long feathers, cloaks and caps, that Tianna and his relations presented me with; even my shoes and boots, and very bed cloaths went; as a reason for so doing, he told me some of those things could be got at Mexico. He now proposed to return the vessel, and supply me with provisions to carry me to the Sandwich Islands, if I would sign a paper that was already prepared and presented me. This I refused to comply with till I had witnesses, and knew the contents of the paper: Mr. How, supercargo of the Columbia, was requested to write a letter to Captain Kendrick and Mr. Ingraham, to come down from Moweena, to be witnesses to the papers I was to sign.

On the 24th they arrived; the papers were interpreted to me, which mentioned he arrived on such a day, and found me in the Bay of St. Lawrence, Nootka; that I was in distress, and in want of every thing; that he had not stopped my navigation but supplied me with every necessary I was in want of to carry me to the Sandwich Islands.

This

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This paper I refused signing, for two reasons; one was, he had not only stopped me in my navigation, but had taken possession of the ship, and every thing that belonged to her; another was, the Spaniards could lay no claim to a port they had never before seen, nor had any of the King of Spain's vessels ever entered. The Commodore said, in the year 1775 he was second officer\* on board a king's frigate that was on discovery, that saw the port, and named it the Bay of St. Lawrence. I told him, having the chart of that voyage by me, I begged leave to differ in opinion from him. If I did not chuse to sign the papers, he told me he would keep the vessel and send her along the coast as a privateer to trade with the natives. The papers were instantly laid aside, and Captain Kendrick went up to Moweena. The same evening he told me his orders were to take Captain Kendrick if he should fall in with him any where in those seas; and mentioned it as a great secret that he would take both him and the sloop Washington as soon as she arrived in port.

The 24th and 25th, a heavy gale blew from the South West, the Spanish vessels had each four anchors a-head; the Commodore requested I would go on board the Iphigenia with my officers and people, and secure her; having nothing on board to secure her with, I declined having any thing to do with her; he was therefore under the necessity of sending two eight-inch hawfers, and making her fast to Hog Island. As I was not permitted to go on shore, I did not know much of what was carrying forward there; they were busy in erecting forts on Hog Island, and, by what I learned, they were cutting down large trees to build houses. The Commodore acquainted me, that last year, when he was at Oonalashka, Mr. Ismyloff told him he expected three vessels from Kamtschatka with a number of men; that on their arrival at Oonalashka, he was to take the command, and conduct them to Nootka Sound, where they were to form a settlement; that he expected to arrive at Nootka by the middle of July, or 1st of August, 1789; that two Russian frigates were to sail from Peterburgh by the way of Cape Horn, and join them in Nootka Sound with stores and other necessaries that they might want. On his arrival at St. Blas last year he sent an express to the Viceroy, who ordered him to sail immediately for Nootka, and erect forts to keep the Russians out. He likewise acquainted me, that in the year 1786, two English vessels were cast away, one was drove ashore at her anchors on the island Maidenoi Ostroff; that all the hands perished except three men that happened to be on shore; they were sent over land to Peterburgh. The officers of the other vessel being on shore, they put to sea, and as there was no person on board that could navigate the vessel, she was never afterwards seen or heard of. As they now had got possession of my charts and journals, the Spanish Commodore intended to send the St. Carlos, Captain Arrow, to the Northward as soon as they could get her bottom cleaned and her sides caulked. Captain Kendrick was likewise ready for sea, and he was going

\* This was Maurelle's ship the Commodore was in.



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ing to push to the Northward. My people were after me every hour of the day, requesting that I would sign the papers, that they might get on board their own vessel. Although the Commodore had promised to supply me with what he thought would be necessary to carry me to the Sandwich Islands, and made this promise before Mr. How and Mr. Ingraham, still there was no dependance to be put on his word; however, on the 26th this paper was once more produced, and I was under the necessity of signing it.

At eleven o'clock on the 26th, I carried my people on board, and took possession of the *Iphigenia*; I was not above half an hour on board when a message came that I was wanted on board the *Princessa*. When I went on board, I was told by Don Joseph Stephen Martinez (in the presence of Mr. Ingraham) that, although he had given me back the *Iphigenia*, he would not permit me to sail till the arrival of the schooner *North-West America*, and that I must sell her to him for the price that Captain Kendrick and his officers should set on her. I told him the schooner did not belong to me; that I had no power to sell her; and that he might act as he thought proper on the occasion. In the afternoon the Spaniards left the ship, each carrying off what he could lay his hands on.

*May 27th*.—Cloudy weather, with the wind from the West; loosed the sails to dry; employed heaving out the sand ballast. In the evening the Commodore acquainted me he had intelligence from the natives that the schooner was in a port a little way to the Northward. He got out some ink and paper, and requested I would write a letter to Captain Funter to come into Nootka Sound. This I would not comply with, so that he refused to send my stores, or any of his own on board me.

*28th*.—Fresh breezes and fair weather; employed fitting the rigging in its old places.

*29th*.—I made out a list of what articles I was in want of; my chief demand was a cable of eleven inch, bread, some pitch and tar, together with forty fathoms of four-inch rope for top-sail sheets, and the rope that was woven when the vessel was in their possession. The Commodore sent me word he would let me have what things he thought necessary, and what he could best spare, so that I received on board the following articles, viz. one cask of beef for three casks of Sandwich Island pork that was kept; four bags, weighing each 20lb. one box of bread, weighing about 150lb. two bags of rice, four of beans; eight bags of flour; one chest of pitch; one bladder of tar; and one eighteen-gallon keg of Spanish Brandy; rope of three inch, eighteen fathoms; one coil of one and an half inch, containing fifty fathoms; and thirty fathoms of two inch. The rest of the cordage and other things were wove and sent on board when I was a prisoner.

*30th*.—Employed rigging the top gallant masts. In the afternoon an account of the articles we had received was brought on board, charging five times the quantity, and five times the sum they cost; in short, I was going to return most of them, but I found if I returned any I must return the whole. As I had made no charge against him of my pork, iron, copper, watch, stove, sextant, cloaks, caps, and charts which he had deprived me of; on this account I granted him the bills he requested. There was another thing



## A P P E N D I X.

thing I was obliged to comply with; viz. by great promises he got my servant, who was a Manilla man, to enter on board the *Princessa*;—I was therefore under the necessity of discharging him, and paying his wages up to the day he was dismissed.

31<sup>st</sup>.—As I was determined to be detained no longer, I went on board in the morning of the 31<sup>st</sup>, and acquainted Don Stephen Joseph Martinez that the moment the wind favoured me, I would sail for the Sandwich Islands. I found there were objections made: the Commodore acquainted me he had information that I intended to go to the Northward. As I had taken great care not to give the least hint to any person of my future intentions, I mentioned, that whoever he was that told him so, could not be so well acquainted with the state of my vessel as he was himself; that by his own calculation I had not above six weeks provisions; that he had only left me ten or twelve bars of iron, which would only purchase me as many sea-otter skins, and if I was even to dispose of them, the consequence would be but small; we should only be starved before we got to Macao, as he had left us nothing else to purchase our hogs with at the Sandwich Islands; besides he had not left a chart to carry me to China, let alone along the coasts of America. My people, I told him, were on high wages, and that it was necessary for me to make the best of my way to Macao, having no other prospect but to lessen the expences of the voyage as much as lay in my power.

June 1<sup>st</sup>.—I gave orders to unmoor, and requested he would let me have my great guns, small arms, and ammunition; which he complied with. Captain Kendrick and officers having come down from Moweena, they acquainted me the *Columbia* would sail the day following to the Northward. Another paper was produced, which the Commodore requested I would sign, and be witnessed by Captain Kendrick and Mr. Ingraham; the contents of this paper, they told me, was, if my papers were bad, the vessel was to be delivered up at Macao. It was easy to see through those artifices. I signed the paper, and requested a copy, but this was not complied with. A dinner being provided on board the *Princessa*, every method was made use of by Captain Kendrick and others to find out if I intended to touch to the Northward. I gave them the same answers as before, telling them I had no intention to throw away the lives of my people. On this day they drank my health, wishing me a good voyage to Macao, and accompanied it with thirteen guns. As soon as dinner was over I went on board, accompanied by Captain Kendrick and officers, and the Spanish Commodore. A light breeze springing up from the Northward, I gave orders to get under way. The Commodore told me I must leave a letter for Captain Funter, if he should arrive in Nootka Sound, to sell the schooner. I acquainted him, neither Captain Funter nor myself had power or authority to sell the schooner; that I would write a letter, and leave it with him, to be delivered in case of his returning to Nootka Sound. I shall here insert a copy of the letter I left.

## A P P E N D I X.

To CAPT. ROBERT FUNTER, *Commander of the Schooner NORTH-WEST AMERICA.*

“ S I R,

“ ON the 6th of May, a Spanish ship of war arrived in Friendly Cove, Nootka Sound, commanded by Commodore Don Stephen Joseph Martinez; on the 13th the snow St. Carlos arrived; on the morning of the 14th the Iphigenia was seized, and we were made prisoners, it being alleged our papers were not good. This being cleared up, I am now permitted to sail to Macao, being supplied with stores and provisions to carry me to the Sandwich Islands. As there is no account of Captain Meares, I am afraid some accident has happened to him between the Sandwich Islands and China; if that is the case, you will be but poorly off for provisions. My own situation prevents me from giving you any assistance; I must therefore leave you to your own good conduct, being as much at a loss how to act as you can be. All that I have to say is, you will act to the best of your judgment for the benefit of your employers.

“ I am, &c.

“ IPHIGENIA, *Friendly Cove, Nootka*

“ *Sound, 1st June, 1789.*

“ WM. DOUGLAS.”

The moment I had finished my letter I gave orders to slip the hawser, and made sail out of the Cove, the fort on Little Hog Island saluting me with five guns, which I begged to be excused returning. At three P. M. the Spanish Commodore and Captain Kendrick left me and went on shore. As the wind was from the Northward, I stood to the Southward under all sail; at sun-set Nootka Sound bore North half West, distance seven or eight leagues.

*June 2d.*—Having got out of the hands of my enemies, I was now at liberty to judge for myself, knowing it would be a length of time before the Spaniards could have their snow ready which they intended to send to the Northward, and being of opinion they would not permit Captain Kendrick to sail before she was ready, the interval was therefore mine. I had no idea of running for Macao with only between sixty and seventy sea-otter skins which I had on board. My people had been accustomed to short allowance; I therefore gave orders, at midnight to put the ship on the other tack, and stand away to the Northward. I was in great hopes I should fall in with Captain Funter; and I was fully resolved, if I did, to take the people and cargo out of her, and set her on fire, if I found I could not carry her along with me. At noon we had hazy weather; Nootka Sound bore North East half East, distance fourteen leagues.

# A P P E N D I X.

## Nº XIII.

### COPIES of LETTERS from MR. DUFFIN to MR. MEARES.

[In Mr. Meares's Memorial of 30th April, 1790. No. IX.]

*Nootka Sound, July 12th, 1789.*

DEAR SIR,

I BEG to inform you, per favour of Mr. Barnett, with our safe arrival in Nootka Sound, after a pleasant passage of nine weeks and four days, during which time nothing material happened. We lived in the greatest harmony and good friendship during the time we have been together, and every thing promised fair for a continuation of the same; every officer on board seeming strenuous for their employers' interest. We made the coast of America July 3d, at Woody Point, and stood along shore under an easy sail during the night. In the morning several natives came off, with the rest Comekela (that was brought by you from Macao to Nootka); from him we learnt there were five vessels in Friendly Cove, but could not learn of what nation they were; however he informed us they had captured the North-West American schooner, commanded by Mr. Funter. We immediately conjectured that the vessels were some belonging to Mr. Etches, and the American ship and sloop. We made all the sail we could, intending to get in that night if possible. On our nearing the Sound we saw a sloop coming out, which we were informed was the Princess Royal, belonging to our concern. We then had not the least doubt but there were some of Mr. Etches' vessels in the Cove. When we were about two miles from the entrance of the Sound, we saw a boat coming towards us; it was then between nine and ten o'clock, so that we could not discern of what country they were. They hailed us in Spanish, and asked if they might be permitted to come on board. They were answered in the affirmative; on which they came alongside, and the officer with several other gentlemen stepped up. We found the former to be the Spanish Commodore; those who accompanied him were of his ship. After having welcomed them on board, Captain Colnett asked them down into the great cabin; what their conversation was there I am unacquainted with; but Captain Colnett soon told me his intention was to go into Friendly Cove, and the Spanish launch took us in tow accordingly. About ten minutes after this, Mr. Barnett came on board, whom I directly introduced to Captain Colnett, who informed him that there was a Spanish frigate of twenty-six guns. and a snow of sixteen lying in the Cove, as also the American ship and sloop; that the former had erected a fort on Hog Island, on which sixteen guns were mounted, and had taken possession of the Sound in the name of his most Catholic Majesty



## A P P E N D I X.

Carolus III. King of Spain; that they had captured the schooner, and plundered the Iphigenia, but had permitted Captain Hudson to proceed without any molestation. As the Commodore heard this intelligence, he immediately gave Captain Colnett his word and honour that he would not offer to detain him, but give him every assistance in his power, in doing which, he only complied with the King of Spain's orders. Under these circumstances, and depending on his honour, Captain Colnett entered the Cove, and brought up between the frigate and snow; though I must add, that Mr. Barnett, with others of our well-wishers, advised us to anchor without side the Cove, that we might take a view of the surrounding objects in the morning. Every thing that night and the next morning seemed to wear a favourable aspect, no obstacle arising that might stop our departure.

In the afternoon Captain Colnett went on board the Commodore's ship, and requested his permission to go to sea immediately, which at first was granted, but on second consideration, the Commodore desired to see his papers. Captain Colnett left the Commodore, and came on board his own vessel; when, after having put on the Company's uniform, and his hanger, he took his papers on board the Commodore: he was then informed by that gentleman, that he could not fail that day; on which some high words ensued between them, and Captain Colnett insisted on going out immediately, which he said he would do unless the Commodore fired a shot at him; if so, he would then haul down his colours, and deliver himself up a prisoner: hardly had he uttered this, but he was put under an arrest, and his sword taken from him, the vessel seized, and the officers and crew taken out, and sent prisoners, some on board the ship, and the rest on board the snow; but what is most particular, he desired Captain Kendrick to load his guns with shot, to take a vessel that had only two swivels mounted; so that it was impossible to make any resistance against such superiority; indeed it would have been madness to have attempted it. The Commodore's passion now began to abate a little, and he sent for me from the St. Carlos, where I was imprisoned: when I came to him, he seemed to profess a very great friendship for me, and appeared to be exceedingly sorry for what, he said, his officers compelled him to do. He declared to me, that he had given Captain Colnett permission to depart, and would have assisted him all in his power, but that Captain Colnett insisted on erecting a fort opposite his; said he represented the King of Great Britain, and that he came to take possession in his Britannick Majesty's name. The Spaniard quoted the same, and said he was representative of his most Catholic Majesty the King of Spain: but I have every reason to suspect there was a misunderstanding between the two parties, for the linguist spoke English very imperfectly, and in all likelihood interpreted as many words wrong as right. This is as particular and impartial an account of the above transaction as it is in my power to relate; but as this will be accompanied by Messrs. Funter and Barnett, who are permitted to take their passage in the American ship, and who were eye-witnesses of every transaction, it will enable them to explain every particular concerning it more explicitly than I am able to do in writing.

Since

## A P P E N D I X.

Since our being captured, Captain Colnett has been in a high state of insanity ; sometimes he starts, at others he asks how long he has to live ? who is to be his executioner ? what death he is to be put to ? with all such delirious expressions, accompanied by a number of simple actions, which induces me, and every other person who sees him, to believe his brain is turned, owing to the great charge that was under his care ; and I am sorry to add, that he has not fortitude enough, in this critical and disagreeable situation, to support this unexpected stroke. He has delivered me his instructions and the South Sea Company's grant, and requests I will act in his name. I have endeavoured to convince the Spaniards, had we known this place had been taken possession of by the King of Spain, we would not, on any consideration, have come near it : I have likewise wished to persuade him to peruse the South Sea Company's grant and our instructions ; which he refuses, and tells me it would avail nothing now to do it, as his officers insist on his going on with what he acknowledges he too rashly and hastily began, and without deliberating what might hereafter be the consequence. He desired me to inclose the grant and our instructions in his presence ; he took and put a small note with them, and afterwards sealed it with his own signet : he then put it under my care, desiring that I would deliver it to the Viceroy of Mexico. The vessel is going to St. Blas, a settlement they have in the latitude of  $21^{\circ} 30'$  North, on the coast of California, where we are going, to determine whether we are a prize to the King of Spain or not ; if we are not, as we have every reason to expect, she will be delivered up with every thing in her, and be answerable for all damages received or stores deficient, since his making a prize of us ; but this undoubtedly will be settled between the two crowns.

Captain Colnett, myself, Mr. Temple, and Reid the carpenter, are permitted to remain on board the Argonaut ; Mr. Hanson on board the Commodore's ship ; and Messrs. Gibson and Ludlow on board the Spanish snow.

From what I can learn at present, all the Englishmen are to be sent in the Argonaut to St. Blas, and preparations are now making to accommodate us in that vessel : they have also built cabins between decks for the seamen, where they are to be confined in irons during the night, but suffered to walk out in the day ; the officers, I believe, are also to be used in like manner. I am at present in possession of my cabin, as are also the rest of us, and the commodore behaves with great civility, by obliging us in every liberty that can be expected as prisoners. Whatever deficiency may be left concerning our present transactions, will be explained to you in its true light by Mr. Funter or Mr. Barnett ; for I confess that I am very unhappy, unsettled, uneasy, and in short, feel every anxiety that is the companion of a person involved in so disagreeable a situation as I am.

I am,

Dear Sir,

Your's most obediently,

(Signed)

B. DUFFIN.

P. S.



# A P P E N D I X.

P. S. I am sorry to inform you that the Spaniards have taken the chief part of our copper, all our guns, shot and powder, with the spare canvases, &c. The former he means to trade with, as I am informed he sends his furs to Macao by Captain Kendrick, who also trades for him on shares.

*To Captain John Meares.*

*Nootka Sound, July 13th, 1789.*

DEAR SIR,

CAPTAIN COLNETT has been in such a state of insanity ever since the vessel has been captured by the Spaniards, that we are obliged to confine him to his cabin; yesterday morning he jumped out of the cabin window, and it was with great difficulty his life was saved; his constant cry is, that he is condemned to be hanged. I sincerely hope for his speedy recovery, but am apprehensive he never will recover his former senses again: I understand from the boy Ruffel that it is a family disorder, and that they all have symptoms of madness, more or less. I have written the whole transaction concerning our being captured, &c. previously to this, as minutely as present circumstances will permit, for I am apprehensive, if I am seen writing, they will take my book, paper, pens, ink, &c. from me, so that whatever I have written is by stealth; but Mr. Barnett has been so obliging as to assist me as much as lay in his power to do it. Gibson was seen writing one day, and they immediately took the paper and ink from him, and told him prisoners had no business to write. We are to-morrow to sail for St. Blas, with all our officers and seamen both English and Portuguese, except those that have entered with the Spaniards. They have taken of our stores to themselves, all our pitch, tar, canvas, twine, some provisions of all kinds, guns, ammunition, the chief of our copper, and many other articles that we were not acquainted with. All the officers being prisoners, some on board one vessel, and some on board the other, we have great expectations that the vessel will be delivered up at St. Blas. The Commodore promises me if she is, every thing that he has taken to himself shall be replaced at that port; but there has been a number of things taken out of the vessel by theft that he knows nothing of; nevertheless, if any, and the vessel is returned, they must undoubtedly make it good: but you, Sir, and the rest of our employers must be great sufferers, as it has frustrated all our expectations: had we not met with this misfortune, there were strong appearances of our procuring a great quantity of furs, as the Americans have no copper to purchase with, so that the natives reserve all their prime skins expecting a copper ship.

If our vessel is delivered up to us, our stores, trade, &c. returned, you may rest assured I will do all that is in my power for the benefit of my employers, and the Captain remains in this state of insanity; if he recovers, he will undoubtedly do the same. I can say nothing more, but beg you will present my compliments to all enquiring friends, and remain,

Dear Sir,

Your's most obediently,

(Signed) B. DUFFIN.

*To Captain John Meares.*



# A P P E N D I X.

*Nootka Sound, July 14, 1789.*

DEAR SIR,

YESTERDAY at two P. M. a sail was seen in the offing, coming round Breaker's Point from the Southward, standing into the Sound; as she neared the shore we perceived her to be the sloop Princess Royal, Captain Hudson: at seven she came to an anchor about two or three miles from the Cove, and Captain Hudson himself came into the Cove in his boat, with four of his people; when instantly as he made his appearance in the Cove, the Spanish boat boarded him, and took him and his people on board the Commodore as prisoners. His motive for coming in, from what I could learn from himself, was to see if Captain Colnett was there, in order to receive his orders how he was to proceed in future. Whether Captain Hudson's conduct in this proceeding was blameable or not, I leave to your superior judgment.

We are now out of the Cove in the mouth of the Sound, and are positively to sail tomorrow morning for St. Blas. The sloop is towed into the Cove within all the shipping; and the Spaniards, from every appearance, have finally captured her.

Captain Hudson seems very much hurt at his misfortune, and candidly declares that it is entirely from his own simplicity, and being too credulous of the Spaniard's honour, that has brought him into this disagreeable dilemma.

Captain Colnett is much better to-day, and in general discourses very rationally: I have endeavoured to persuade him to draw out every particular concerning our being captured, to send to his employers, which he refuses: his objection is, that he has involved himself and every one else in difficulties that he is not able to extricate himself from, and therefore declares to me, that he will have no more concern with the charge of the vessel, but leaves every thing entirely to me, which I have, but most reluctantly, complied with, knowing that I cannot acquit myself with satisfaction to myself, nor undoubtedly more so to my employers. Nevertheless, if the vessel is delivered up at St. Blas, as the Commodore gives me every reason to hope that she will, I will endeavour, to the utmost in my power, to do every thing that may be any ways beneficial to my employers.

The Commodore wanted Captain Colnett to sell all his copper to him, and he would give him bills for same, as he valued it; which Captain Colnett had complied with, but I objected, as I thought if his orders tolerated him to capture the vessel, they would undoubtedly tolerate him to capture the cargo likewise. We are deficient in a great deal of copper, as I mentioned in my former; but Mr. Barnett will be able to inform you, I imagine, where it goes to.

Accompanying this, I send, under the care of Mr. Barnett, a copy of my journal from Macao, wherein you will find the principal occurrences that have happened to us since our departure. I have nothing more to add; neither have I opportunity to do it, the vessel being continually crowded with people from different ships; so beg you will present my compliments to Mr. M'Intire, and every other gentleman in Macao; and remain,

DEAR SIR,

Most obediently your's,

B. DUFFIN.

*To Captain John Meares.*

# A P P E N D I X.

## A STATEMENT of the ACTUAL and PROBABLE LOSSES sustained by the ASSOCIATED MERCHANTS of LONDON and INDIA, by the Capture of their Ships.

ACTUAL LOSSES.	Sp. Doll.	PROBABLE LOSSES.	Sp. Doll.
To cash paid the crew of the Iphigenia, on their return to China, being near two years wages, and other incidental expences incurred, for which vouchers have been obtained	15,534	To the value of the cargo which probably would have been collected by the Iphigenia, 1000 sea otters skins, at 100 dollars per skin	100,000
To cash paid the crew of the N. W. America, being near two years wages, on their return to China; for which vouchers have been obtained	3,719	To the value of the cargo which would probably have been obtained by the North West America, 1000 sea otter skins, at 100 dollars per skin	100,000
To the equipment of the ship Argonaut; for which vouchers have been obtained	39,816	To the value of the cargo which would probably have been obtained by the Princess Royal, 1000 sea otters skins, at 100 dollars per skin	100,000
To the equipment of the Princess Royal; for which vouchers are ready to be produced		To the value of the cargo which would probably have been obtained by the Argonaut, 2000 skins, at 100 dollars per skin	200,000
To 473 sea otter skins, seized on board the Princess Royal, at 100 dollars per skin	47,300	To the loss and destruction of the commerce of the Associated Merchants	
To 12 sea otter skins detained for the particular use of Mr. Martinez, at the same valuation	1,200	To the particular loss of the vessel of 30 tons, in frame, on board the Argonaut, and of the furs she would probably have obtained.	
To the agent's expences in returning to England	2,000		
To insurance on the principal stock, at 20 per cent. the usual premium	23,864		
To the loss of the officers' charts, journals, nautical instruments, cloathing, private goods, &c. the amount of which cannot now be ascertained			
To the amount of wages due to all the servants of the associated merchants now in captivity, from the time of their sailing to the time of their return			
To the value of the North West America, on the coast of America	20,000		
Spanish dollars,	153,433	Spanish dollars,	500,000

## INVENTORY of the GOLETA, the Property of DON JUAN CAWALLO and Company, of MACAO; taken by Order of the Commandant DON STEPHEN JOSEPH MARTINEZ.

HER hull rotten, eaten through by the worm, as appears by the survey made by the master carpenter and caulker, Ferdinand Campufano and Francis Joseph de Castro.

Her main-mast, fore-mast, and boltspit, without top-masts or poles.

Two hooks for fore-mast and main mast.

The tackle for both masts; which, being of hemp, can only serve for oakum or tow, being rotten.

Her rudder, or helm; serviceable.

Her binnacle, with a compass.

A small iron anchor.

Two pieces of cable, from 40 braces long, for cables (braces) of middle dimensions.

Two larger ones.

Two fore-sails, one round-sail, one top-sail, one togue.

Some pieces of old cable.

Six iron guns, caliber 2.

Six gun carriages, 20 balls of 2, and 20 ditto smaller.

Three copper fwivel guns, with their keys; one ditto, without key.

Five musquets with bayonets, and 300 balls, and 6 pistols.

Half a cunete of fine gunpowder, which is supposed to weigh an arroba\*; and another ditto of common gunpowder.

One hundred and sixty short iron swords.

Ten coopers hatchets; and 20 carpenters ditto.

Ten slips (or ingots) of the iron called platina, which are computed to weigh two quintals.

Seventy eight short pieces of iron, computed to weigh one quintal.

Three large iron bars, computed to weigh 699lbs.

Thirteen small water casks; and 1 ditto for a provision of water.

One barrel of pork.

Two ditto empty, all in pieces.

Eight old small pewter dishes, some of them broken.

One pot of cast iron, frying-pan and stew-pan of ditto.

On board the vessel at anchor in the river of this port of

St. Lawrence of Nootka, 11th June, 1789.——Signed

Jos. Tovar and Tamariz, Rob. Funter, Thos. Barnet,

RAPHAEL DE CANIZARES.

This is a copy of the original, triplicates whereof were signed by the above-mentioned persons, and which is left in my care to transmit to H. E. the Viceroy of New Spain, for his superior determination. Dated as above,

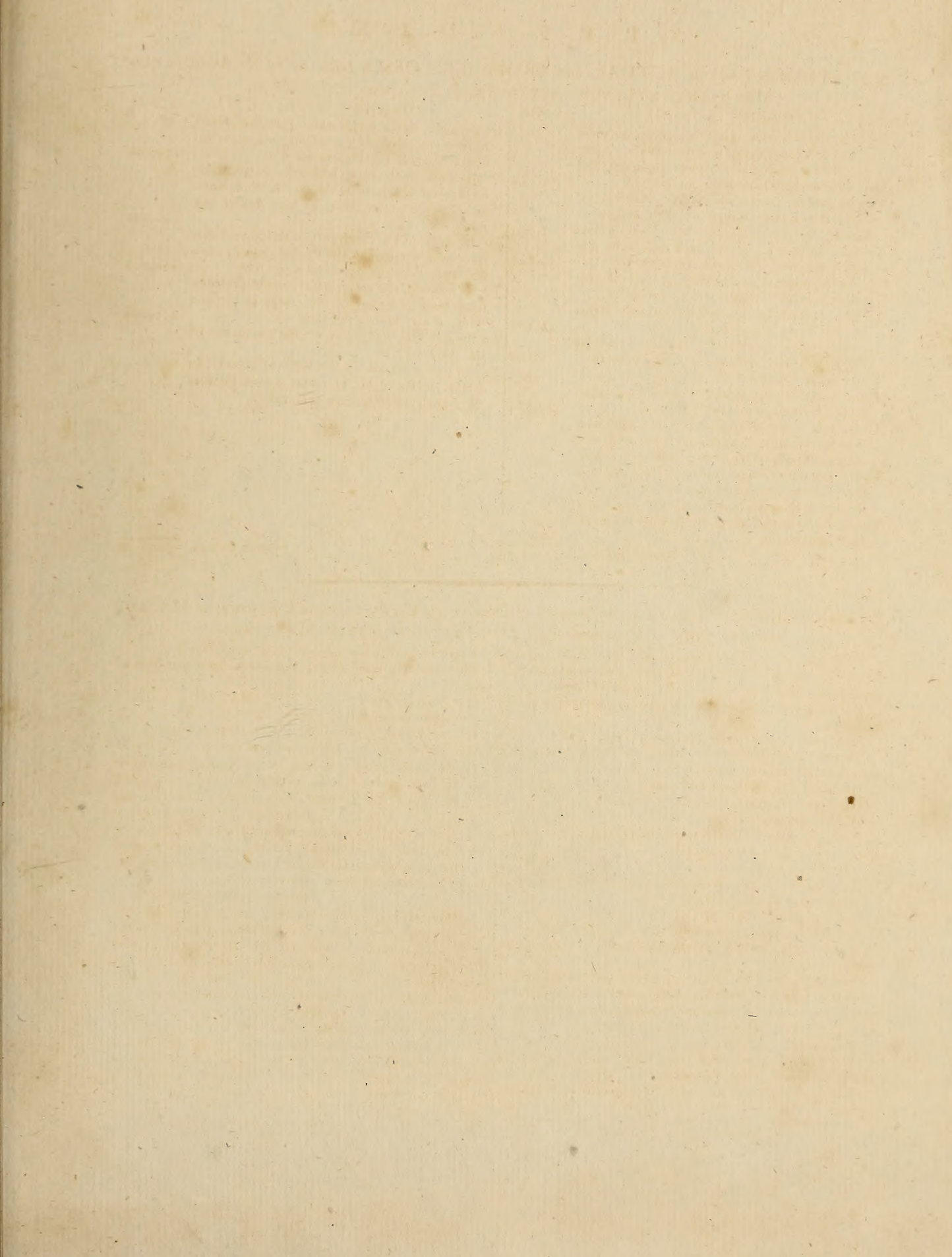
RAPHAEL DE CANIZARES.

I, Don Stephen Joseph Martinez, ensign of the ship belonging to the Royal Navy, and commander in chief of the vessels of his Catholic Majesty upon this coast, and in the port of St. Lawrence at Nootka, do declare, That I have received from Captain Dn. Robert Funter, and pilot Dn. Thomas Barnet, every article contained in the preceding inventory, as being the property of Dn. John Cawallo and Co. of Macao, until the determination of his Excellency the Viceroy of New Spain, to whom I have given an account by this date for his superior orders; and, at the request of the said concerned, I gave the present receipt on board this frigate, the Princess, under my command, in the port of St. Lawrence of Nootka, 13th July, 1789.

STEPHEN JOSEPH MARTINEZ.

\* About twenty-eight pounds.











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